

ABOUT DCIs...

On page 13 is the first of a regular series of articles on the latest rules affecting conditions of service — helping to keep you "in the picture."

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Fleet Chief cap badge

SELECTION TIME NEARS FOR THE FIRST FLEET CHIEFS

First selection boards for Fleet Chiefs will complete their work by February 26, after which they will produce a list of candidates "provisionally selected."

There are six boards, each dealing with a different sector, and sitting at H.M.S. Centurion or H.M.S. Daedalus, according to the drafting authority concerned.

In order that there should be a reasonable return of service, men provisionally selected have to sign an undertaking that they are prepared to give up the right to claim discharge by giving six

months' notice while serving as a FCPO.

Formalities necessary for willingness to accept promotion have to be speedily done. The list of successful candidates must be prepared within three weeks from the date on which the Boards end.

A man whose acceptance is not received by the due date will, if still eligible, be considered by subsequent Boards.

Men who have not completed 22 years' service will be required

to sign to complete 27 years' reckonable service. Those who have completed more than 22 years' service and who have less than 2½ years left to serve on March 31, 1971, will have to sign for continuance in service until October 5, 1973.

These contracts, however, are not totally binding. The right will still remain to give 18 months' notice to leave, without affecting pension or terminal grant where 22 years' service has been completed.



Fleet Chief sleeve badge

What a sailor should know

As the Royal Navy moves into the "Donaldson era," with its liberalization of release procedures, important changes are being introduced into the whole training programme as part of the Service aim to be in the forefront of the tremendous education revision now in progress in the country as a whole.

The administrative side of the changes is contained in the announcement that Admiral Sir Horace Law, Commander-in-Chief Naval Home Command, is to take direct command of training establishments.

The philosophy of training will remain the same, and the expertise will stay in the schools, but for the officers in charge the emphasis moves away from Ministry control to the C-in-C as "the boss."

In the future, ratings will find that they will not be "trained for life," but will receive just enough instruction to equip them for the next job.

Rigorous attention will be directed towards eliminating what a man does not need to know, in order to avoid wasted time and to speed the flow to the Fleet of men with only the training that is required.

Whatever the results of the Donaldson decisions, this new training concept will give greater efficiency, allow for short-service intake, and make life rather better at the study stages.

This "progress in easier" (Continued in page 40)

VERY NICE, TO BOOT

"In inclement weather" Wrens are now allowed to wear long, slinky 1971-style boots

Displaying a shapely leg encased in black leather is Sue Goodwright (20), who works in the H.M.S. Drake Film Library.

Photo: CPO Brian Gentry



FACTS ABOUT THE SEPARATION PAY

Full details are now available (DCI 19/71) of the revised regulations for Separation Pay, which is a compensation for families experiencing prolonged or frequent periods apart, in excess of what could be expected as normal to a Service way of life.

It is intended that the payment (8s. a day, taxable) should help to make up for the personal and emotional disadvantages of separation, and not to meet the out-of-pocket costs of being separated.

The qualifying periods are—

Overseas (including sea-going ships): 30 days continuous or 60 days aggregated in periods of not less than eight consecutive days;

Home: 42 days continuous or 90 days aggregated in periods of not less than 14 consecutive days. Periods of less than eight or 14 days, as appropriate, do not count as qualifying time.

Service in a ship or establishment which allows regular week-end leave or time off in lieu does not count as separated service, except when an officer or rating is prevented by reason of duty from taking such leave within the periods laid down; or where

(Continued in page 40)

Icy beauty

Dwarfing H.M.S. Endurance, these giant icebergs glisten in the Antarctic sunshine, their awesome beauty providing a picture which will always be remembered by the men aboard the Royal Navy's ice patrol ship. (See also page 19)

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MORE TO DRAFTY THAN JUST

A PRETTY FACE

This month we're going to talk about the girls. Although the details of BR 1077 and BR 14 are very different, we aim to give the W.R.N.S. the same fair deal because we know drafting is just as important to them as it is to the men of the fleet.

So read on — and if there is anything about your draft which you don't understand, ask your unit officer. She may not have the full answer but she can get it from us at H.M.S. Centurion.

Whenever drafting lectures are given to W.R.N.S. ratings they usually say, "We had no idea so much was involved." No doubt up to now the efficiency and popularity of the drafting office has been determined in your minds by whether you liked your draft or not, and so this article will briefly outline the drafting organisation so that you may all now perhaps have some idea of the problems and difficulties involved.

Since October of last year the W.R.N.S. General Service Drafting organisation has become part of the staff of Captain Naval Drafting, and we are now part of H.M.S. Centurion at Rowner. This amalgamation means that we have a much closer liaison with the Naval Drafting organisation, which is invaluable for drafting those categories common to both men and women such as Radio Operators, Writers and Stewards.

Turbulence problem

There is no doubt our greatest problem is turbulence — the constant change of staff where W.R.N.S. are concerned. When you realise that the average service life of a Wren is just under three years and, in most categories, it is over a year before she can efficiently fill a complement billet, bearing in mind the training involved, you can see this is the major problem.

It is not only a matter of keeping billets filled, the officers you work for want continuity too.

No doubt you have heard that naval ratings get five to six months' notice of draft and you probably wonder why Wrens nearly always seem to have pier head jumps. When Drafty details a rating six months ahead he knows that, barring accidents, he will still have that man then.

Ideally, you should go to your first draft for about 12 months and then to the second for 18 months or two years but very few of you manage



"Brilliant idea, Barbara! They're fighting for the privilege of getting the billets we can never fill."

this — you will get married. If you have, but decided to stay in the service you then will have babies!

The W.R.N.S. Drafty regrettably has little or no idea who will be available six months hence. You all know the girl who returns from week-end leave and says, "I'm getting married on Saturday week." We do try to give you as much notice as possible but a lot depends on the state of the category involved. At present Radio Operators and Stewards (O) are about 70 short each and Writers (S) — a very small category — has a shortfall of about 20.

On the other hand Writers (G) are building up very well at the moment and if we can maintain this improvement over a reasonable period those of you in this category should find things getting better quite soon.

Drafting preference

Drafting preference too can be a bone of contention when we think of how male ratings fare. But there are some points to bear in mind. Compared with the men, Wrens are in establishments mostly in penny numbers, so it takes a good deal of luck to get the establishment of your choice.

And could it be a feminine trait that makes us so fed up when we don't get what we want, so that we wish we had never asked for a particular draft in the first place? With just under 2,600 General Service Wrens spread over all ratings and categories in so many establishments you will see the difficulties involved.

Then not everyone is suitable for the billet to be filled. Only Drafty has the overall picture and we keep in close liaison with your unit officer. Although you may want to go to a particular place the job there may not be suited to your particular talents. Don't forget, too, it works both ways; there may be some one very keen to get your job but they too may not be suitable.

Preference drafting invariably poses the questions of married W.R.N.S. ratings who are to all intents and purposes immobile. You single girls should stop and think about this — how many married W.R.N.S. ratings are there in your unit? If they were all withdrawn tomorrow could they be relieved? Of course they couldn't and the Service would crumble, and none of us would be anywhere — and surely when you are single is

the time to get about and see the country and the world.

Every unit officer holds a list of categories required in each establishment — ask to see it and by all means tell her if a particular place appeals to you. She will pass it on to Drafty and it will be noted. Don't pin too much hope on it, but if you never ask there is not much hope of Drafty giving you anything you fancy.

Overseas drafting

Talking of seeing the world brings us very naturally to overseas service.

At present Wrens are serving in Hong Kong, Malta, Gibraltar, Mauritius, Oslo and SHAPE (in Belgium). The few still in Singapore will be returning to U.K. this year.

In addition, we have recently sent two girls on exchange with the MARVA — the Dutch Wrens. A new job for a Leading Wren Writer (S) in New Zealand becomes available in May and there is a possibility that the number in Hong Kong may have some small increase during the coming year.

As you know, the overseas roster system has recently been re-organized and we now have one roster for each category. You are entered on the roster on your date of entry or your 18th birthday, whichever is the later. However, it is most unlikely that you will be drafted abroad before you reach able rate or, in certain categories, have served six months after completing your Part II training.

If you have good reason not to serve overseas you should apply to your unit officer for exemption, but you must realize that all ratings over the age of 18 are liable.

If you do not wish to serve overseas and there are sufficient suitable volunteers to meet the service requirement, then you will not normally be drafted abroad, but in categories such as Radio Operators and Writers which have heavy overseas commitments, obviously it will frequently be necessary to draft ratings who are not keen to serve overseas.

But if you are keen to go and in a category with few overseas billets don't be too disappointed if you don't get a foreign draft as soon as you pass your overseas board — check with your unit officer how many of your category are in overseas billets.

You can also ask her to find out from Drafty your position on the overseas roster.

How all can help

If ever the day dawns when we have sufficient numbers in every rating in every category many of the snags will disappear but meanwhile the remedy — or at least part of it — lies in our hands.

There are two main avenues — first advancement and secondly recruitment. Nearly every category has vacancies in higher ratings, but no one qualified. So get down to those advancement examinations — take them as soon as you can. Even if you have to wait to qualify by time you will do your present job more efficiently through the knowledge gained in studying for advancement. The higher up the tree the more likely it is the Drafty can meet preferences.

Finally recruitment. Each of us is a potential recruiter and however much advertising there is, the personal recommendation will always have the biggest pull. Who knows — if we were at full strength Drafty might just manage to get us all where we want to be and at the right time too!

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EXCHANGES OF DRAFTS

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicants direct.

B. Phillips, LREM, 40, McGrigor Road, Rosyth. Being drafted to H.M.S. Sirius, Portsmouth based, June 28. Will exchange for any Rosyth-based ship or shore base.

J. M. Harris, Ch. OEL, 38 Mess, H.M.S. Triumph. On draft to H.M.S. Cambridge (over six months), May 12. Will change for similar draft Portsmouth area.

J. Yeoman, L. Std. 5 Mess, H.M.S. Chichester. On draft to H.M.S. Caledonia, Rosyth (over six months), April. Will exchange for Portsmouth or Chatham areas.

R. Wood, LS(UCI), H.M.S. Scylla. Will exchange for draft to Portland-based ship or H.M.S. Osprey.

J. Harvey, SA, 308 Mess, H.M.S. Fulmar. Will exchange for any Portsmouth-based ship.

D. J. Barnes, LS(FCI), Olympus 2A, H.M.S. Sultan. Will exchange for shore base in Scotland or Rosyth-based ship. Second class gunnery rate acceptable.

D. L. Clingham, A/PO(UCI), Minesweeping Trials Team, AUWE North, Portland. Being drafted to H.M.S. Bristol on commissioning. Will exchange for sea-going billet, Portsmouth or Chatham-based frigate, preferably A/S.

P. W. Campbell, R. El Mc(AI), CPOs Mess, H.M.S. Osprey. Will exchange with similar rate at, or being drafted to, R.N.A.S. Culdrose.

Volunteer required, LS UCI for H.M.S. Charybdis to join April 30. Portsmouth-based, starting home sea leg of G.S.C. Names to L.S.M. Langford, I.M.W. Section, H.M.S. Vernon (Tel. Portsmouth Dockyard, ext. 2326).

R.N. Air Station Brawdy, which closes on March 31 with subsequent transfer to the R.A.F., has "lived" long enough to see the 25th anniversary of "Fly Navy" in Pembroke.

For philatelists, a commemorative cover, price 5s. (postage inclusive), is available from the Philatelic Officer, R.N.A.S. Brawdy.

During her visit to Bahrain, Dame Joan Vickers, M.P. for Devonport, talks to two of her constituents, PO Wtr Warren Roberts and CPO Wtr William Luff, of H.M.S. Jufair.

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DAVE AND 'PEEWEE' ON TOUR



Alan "Pee-wee" Hunt (left) and Dave Attoe — folk in Trafalgar Square.

Meet the Navy—set to music

Two Naval radio operators who have been four times round the world are now on a Royal Navy-sponsored musical tour of Britain, communicating not by radio but by folk songs, and using the name "Nelson's Blood" as a touching reminder of the tot.

Shanties, modern and traditional folk — and comedy — are providing entertainment in youth centres, schools and Sea Cadet halls as LRO Alan ("Pee-wee") Hunt and RO2 Dave Attoe visit 14 towns and cities between January 12 and February 27.

The idea came about when the two teamed up just over a year ago in H.M.S. Blake making TV and radio appearances as "Dave and Pee-wee" during the cruiser's visits to Australia, Hong Kong, Singapore and South Africa.

A suggestion of a U.K. tour was followed by a video-tape test, and the project was launched under the aegis of the Director of Naval Recruiting and with the co-operation of local R.N. and R.M. Careers offices.

Playing guitar and singing, the two, who appear in uniform, write many of their own songs. Their tour takes them to London, the South, Midlands and North, and a second tour may follow later.

Before coming together in the Blake each had played in other ships' beat groups.

Footnote: When they appeared at a private party at Frome, Somerset, they learned that a local woman was looking for names to incorporate in the official titles of her eight Alsatian puppies.

Now, Mrs. Margaret Hunt — no relation to "Pee-wee" — plans to use eight Leander-class frigate names, the first pup, of course, to be Leander. The others are Naiad, Arethusa, Argonaut, Bacchante, Charybdis, Andromeda and Galatea.

Another helping of 'carryings on'

Did you think there could be few things left for the film people to advise us to "Carry on" doing? If so, you will be interested to receive, on their authority, the go-ahead to "Carry On Loving" — which sounds like a fine old motto for the permissive society if ever there was one!

With familiar names in the cast and plenty of saucy comedy this latest "Carry On" relies on similar trusted ingredients that have made its predecessors so mirth-provoking.

Society also seems somewhat permissive in the tangled romantic inclinations of four young people, in "The Buttercup Chain."

For variation, there's murder and madness in "Crescendo," winter sports in "Downhill Racer," and "El Condor" tells of an attempt by two men and a band of Apaches to conquer an impenetrable fortress containing vast quantities of gold.

All this, plus "Hello Goodbye" and "The Reivers," shows how entertainingly varied are the latest films issued to the Fleet by the Royal Naval Film Corporation.

Imogen Hassall, one of the lovelies in "Carry On Loving."



FLEET'S LATEST FILMS

The Reivers — Steve McQueen. A delightful story of a young lad's awakening to the facts of life and the way of the world. (20th Century Fox). No. 852.

Downhill Racer — Robert Redford, Camilla Sparv. The popularity of winter sports as an active pastime is the main ingredient of this film. The story is slight but the excellence of the skiing provides good entertainment for sports enthusiasts. (Paramount). No. 853.

Carry On Loving — Sid James, Kenneth Williams, Joan Sims. Marriage and, more especially, sex are the comedy targets. (Rank Film Library). No. 854.

El Condor — Lee van Cleef, Jim Brown, Mariana Hill. A fast pace, loads of action, lots of fighting and touches of humour spectacularly combine to make this a lively Western style adventure tale. (Carthay Center). No. 855.

Hello Goodbye — Michael Crawford, Curt Jurgens, Genevieve Gilles. A light casual romance set against lovely backgrounds — typical escapist material — it provides pleasing entertainment. (20th Century Fox). No. 856.

The Buttercup Chain — Hywel Bennett, Jane Asher, Leigh Taylor-Young, Sven-Bertil Taube. A story of four young people falling in and out of love. (Columbia). No. 857.

Crescendo — Stephanie Powers, James Olson. A murder and madness horror "X" drama. The story is somewhat involved at the beginning but works up to a cracking climax. (Warner Brothers). No. 858.

Festive folk



A 'MOD' GEARED GROUP?

On a cold December night when 55 carol singers from R.N. air station Culdrose visited neighbouring hospitals and old people's homes, one of the warming highlights of the evening was the singing of three "mod" carols by the above group of Wrens.

The carols included their favourite "Santa, Santa" which they had written themselves.

In the picture are (left to right): Ldg. Wren "Ollie"

Bright, Ldg. Wren "Glen" Milton, Ldg. Wren Linda Fowell (with guitar), Wren Daphne Truron and Wren "Ginger" Eeles.

The carol singing party, led by First Officer E. R. Bell, the W.R.N.S. Unit Officer, included about 45 Wrens, a few naval officers, one rating and some Naval wives.

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In the arms of the Law

In an "unholy alliance" with the Law — Metropolitan policemen — are three ratings from H.M.S. Londonderry, which spent a week-end at Anguilla in January after Christmas and New Year in Bermuda.

On the beach at Roads Bay are Mechn. Leslie Green, RO John Seymour and AB David Karpeta.

The Londonderry has also called at Puerto Rico, Trinidad, Tobago and South America, and will visit the U.S. before returning home in the summer.

FEBRUARY

FIFE (GM Destroyer). February 17 at Chatham. General Sea Service. Home / Med. / Home. U.K. Base Port. Chatham. L.E.P.(A).

YARMOUTH (A/S Frigate). February 18. Base Port changes to Rosyth.

MARCH

GAVINTON (M/H). March 18 at Bahrain. Foreign Service. Gulf. 9th M.C.M. Squadron. L.E.P.(A). U.K. Base Port. Rosyth.

FORTH (S/M Depot Ship). End March. Steaming crew at Singapore. Local Foreign Service (Unaccompanied). L.E.P.(C).

BERWICK (A/S Frigate). March 11 at Chatham. General Sea Service. Home /

847 SQUADRON TIE

1. The Squadron Tie (Navy Blue with Silver motifs of a Sea Gryphon interspersed with a Lion & Palm Tree) is available to all Officers and Ratings who served in 847 NAS at HMS SIMBANG during 1969-70 (price 16/-). Postal Orders/Cheques should be made out to "847 Squadron Fund" and forwarded to "The Staff Officer, 847 NAS, RNAS SEMBAWANG, BFPO 164."

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COMMISSIONING FORECAST

APRIL

DIOMEDE (GP Frigate). April 2 at Portsmouth for trials. Port Service. U.K. Base Port. Chatham. Commissions April (tentative). Captain's Command, with full staff.

BRERETON (M/H). April 12 at Singapore. Foreign Service. Gulf. 9th M.C.M. Squadron. L.E.P.(A). U.K. Base Port. Rosyth.

WHITBY (A/S Frigate). April 13. Refit complement at Gibraltar. Local Port Service (Accompanied).

MAY

DIOMEDE (GP Frigate). Early May at Portsmouth. General Sea Service. Home / East of Suez / Home. Captain's Command with full staff. U.K. Base Port. Chatham.

FORTH (S/M Depot Ship). End May. Reduced refit complement at Devonport. Port Service. U.K. cooks and stewards replace L.E.P.

DEVONSHIRE (GM Destroyer). May 24 at Portsmouth. General Sea Service. Home / Med. / Home. U.K. Base Port. Portsmouth.

JUNE

ENDURANCE (Ice Patrol Ship). June at Portsmouth. 50 per cent. of ship's company. (R.M.). General Sea Service. Home / South Atlantic. South America. U.K. Base Port. Portsmouth.

TIGER (815 Squadron). Mid-1971 at Culdrose. 4 Sea Kings. General Sea Service. U.K. Base Port. Portsmouth.

BRIGHTON FLIGHT. June 14 at Portland. General Sea Service. One Wasp. U.K. Base Port. Chatham.

VIDAL FLIGHT. Mid-1971 (tentative). transfers to Hecate (tentative).

JULY

EURYALUS (GP Frigate). July 5 (tentative). Dockyard Control Devonport. Port Service.

VIDAL (Survey Ship). July (tentative). Long refit party at Chatham (tentative). Port Service.

ANDROMEDA (GP Frigate). July. L.E.P. cooks and stewards replace U.K. ratings.

LINCOLN (A/D Frigate). July 9. Trials crew. Chatham. Port Service.

AUGUST

ESKIMO (GP Frigate). August 2 at Chatham. Long refit party. Port Service.

HYDRA (Survey Ship). August at Chatham. Foreign Service (Phased Malacca and Singapore Straits. L.E.P.(A). U.K. Base Port. Chatham.

GALATEA (GP Frigate). August (tentative) at Devonport. Dockyard Control. Port Service.

RHYL FLIGHT. August 9 at Portland. One

Submarine drafting

The final manning date is the date when the whole crew will be complete. Drafts will start arriving four months before the final manning date.

FEBRUARY, 1971

RORQUAL. At Rosyth. Final manning date, February 19. For service with First Submarine Squadron.

AUGUST, 1971

ODIN. At Portsmouth. Final manning date, August 6.

ANDREW. At Portsmouth. Final manning date, August 12.

OLYMPUS. At Devonport. Final manning date, August 13.

Drafting preference cards for electrical volunteers are required as follows: Odin — March 6, Andrew — March 12 and Olympus — March 13. Drafting preference cards for other branch volunteers are required by mid-April.

SEPTEMBER, 1971

ONSLAUGHT. At Devonport. Final manning date, September 17. Cards from elec-

Deck trials of the Sea King helicopter on the Rover class of Royal Fleet Auxiliary ships have been successfully completed in the Portland areas.

In the picture a Sea King is seen above the helicopter landing platform of RFA Grey Rover.

The three ships of this new class of small fleet tanker — the others are the Green Rover and Blue Rover — are designed to replenish H.M. ships at sea with fuel, fresh water and dry cargo and refrigerated stores under all conditions while under way.

Wasp. General Service Commission. U.K. Base Port. Devonport.

LINCOLN FLIGHT. August 5 at Chatham. General Sea Service. U.K. Base Port. Chatham.

SEPTEMBER

APOLLO (GP Frigate). September. Reduced trials crew at Glasgow. Port Service. U.K. Base Port. Devonport.

MOHAWK (GP Frigate). Mid-September at Portsmouth for trials. Port Service. Captain's Command with full staff. Commissions January, 1972 (tentative). L.E.P.(A). U.K. Base Port. Devonport.

CHICHESTER (A/D Frigate). September 6. Special refit complement at Rosyth. Port Service.

OCTOBER

BRIGHTON (A/S Frigate). October at Chatham for trials. Port Service. U.K. Base Port. Chatham. Commissions December.

TIGER (Cruiser). End October at Devonport for trials. Port Service. U.K. Base Port. Portsmouth. Commissions end of February, 1972.

NOVEMBER

EXMOUTH (A/S Frigate). November. L.E.P. manning.

TORQUAY (A/S Frigate). November at Chatham for trials. Port Service. U.K. Base Port. Portsmouth. Commissions February, 1972.

WISTON (CMS). November. Refit crew at Gibraltar. Port Service.

DECEMBER

RHYL (A/S Frigate). December 2 (tentative) at Devonport for trials. Port Service. U.K. Base Port. Devonport. Commissions end January, 1972.

BRINTON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port. Rosyth.

BRERETON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port. Rosyth.

GAVINTON (M/H). December at Rosyth. Home Sea Service. 1st M.C.M. Squadron. U.K. Base Port. Rosyth.

HERMIONE (GP Frigate). December. General Sea Service. Captain's Command with full staff. U.K. Base Port. Portsmouth.

BRIGHTON (A/S Frigate). December at Chatham. General Sea Service. Home / East of Suez / Home. U.K. Base Port. Chatham.

ARIADNE (GP Frigate). December at Glasgow for reduced trials. Port Service. U.K. Base Port. Devonport.

JANUARY 1972

APOLLO (GP Frigate). January 28 at Devonport for trials. Port Service. U.K. Base Port. Devonport. Commissions April, 1972. Captain's Command.

MOHAWK (GP Frigate). January (tentative) at Portsmouth. Home Sea Service. Dartmouth Training Squadron. Captain's Command with full staff. U.K. Base Port. Devonport. L.E.P.(A).

TARTAR (GP Frigate). January at Portsmouth. Long refit party. Port Service.

MONKTON (CMS). January at Devonport. Local Foreign Service.

BOSSINGTON (M/H). January at Portsmouth. Home Sea Service. 2nd M.C.M. Squadron. U.K. Base Port. Portsmouth.

HUBBERTSON (M/H). January at Portsmouth. Home Sea Service. 2nd M.C.M. Squadron. U.K. Base Port. Portsmouth.

RHYL (A/S Frigate). End January at Devonport. General Sea Service. Home / East of Suez / Home. U.K. Base Port. Devonport.

APOLLO FLIGHT. Early 1972 at Portland. General Sea Service. One Wasp. U.K. Base Port. Devonport.

ARIADNE FLIGHT. Early 1972 at Portland. General Sea Service. One Wasp. U.K. Base Port. Devonport.

Base Port. Portsmouth. Commissions June 30 for AUWE trials.

KENT (GM Destroyer). Mid-February, at Portsmouth for trials. Port Service. U.K. Base Port. Portsmouth. Commissions June (tentative).

TIGER (Cruiser). End February at Devonport. General Sea Service. U.K. Base Port. Portsmouth.

PENELOPE (GP Frigate). Mid-February at Chatham. Long refit party. Port Service.

PUMA (A/A Frigate). February 7. Base Port changes to Portsmouth.

APRIL

DIDO (GP Frigate). April (tentative) at Devonport. Dockyard Control. Port Service.

LEANDER (GP Frigate). April (tentative) at Devonport for trials. Port Service. Commissions June 9 (tentative).

APOLLO (GP Frigate). April. General Sea Service. Captain's Command.

ARIADNE (GP Frigate). April at Devonport for trials. Port Service. Commissions July (tentative).

JUNE

LEANDER (GP Frigate). June 8 (tentative) at Devonport. General Sea Service. Home / Med. U.K. Base Port. Devonport. Captain's Command with full staff.

NUBIAN (GP Frigate). June 15 at Rosyth for trials. Port Service. U.K. Base Port. Devonport. Commissions September 7 for DTS.

MATAPAN (Destroyer). June 30 at Portsmouth. Home Sea Service. AUWE trials ship. U.K. Base Port. Portsmouth.

NOTES

The term "U.K. Base Port" means the port at which the ship may normally be expected to give leave and refit.

For ships which are to be phased-commissioned, the dates quoted are those on which the main party will join. Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will therefore be initiated about nine months ahead of the dates quoted.

When the word "phased" occurs followed by two dates, the recommissioning process will be spread over the period indicated.

Drafting action for men for trials crew (who will form part of the final complement) is initiated between nine and six months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

L.E.P. is the abbreviation for locally entered personnel.

FEBRUARY

TORQUAY (A/S Frigate). February at Chatham. Navigational and MEO training. Home Sea Service. U.K. Base Port. Portsmouth.

MATAPAN (Destroyer). February 24 at Portsmouth for trials. Port Service. U.K.

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EVEREST CLIMBED —FILM STAR SWAM THE ATLANTIC!

A sleek and slinky film star, not so young as she was, perhaps, but still as spritely as when she co-starred with Gregory Peck — that's Her Majesty's Submarine Andrew.

The Andrew, playing the role of the USS Sawfish and flying the United States flag for two weeks, was commanded by Gregory Peck during filming of Nevil Shute's "On the Beach" some years ago.

But this is only one highlight of a distinguished career. Another of her claims to fame dates back to 1953 when she created a record by covering 2,500 miles across the Atlantic in 15 days.

H.M.S. Andrew's story began two days before VJ day, on August 15, 1945, when she was laid down at Barrow-in-Furness by Vickers Armstrong, Ltd. She was completed in March 1948 and joined the Home Fleet.

The Andrew and the other "A" class submarines were designed for service in the Pacific. Her construction was completely welded and she was fitted with a snort facility (commonplace today, but modern innovations in 1945).

Her 'Everest'

She spent her first four commissions mostly in home waters though she did visit America, Canada, South America and the West Indies, and was based at Bermuda for twelve months.

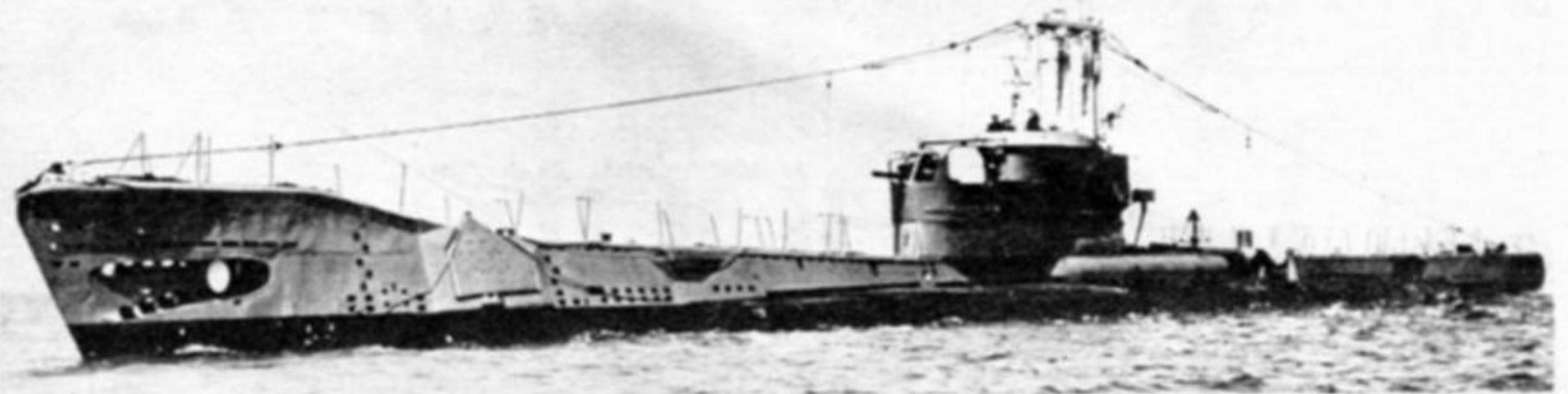
This period culminated in the Andrew's most notable achievement. Under the command of the present captain of H.M.S. Fife (Capt. David Scott), she crossed from Bermuda to the English Channel in 15 days, using her snort mast to provide air for her diesel engines, and for ventilation.

This crossing created a record and was reported on the eve of the Queen's coronation, and in the same broadcast as the climbing of Everest was announced.

During a major refit in 1956 the bridge, conning tower and masts were enclosed by a 26ft. streamlined fin. Greater performance was gained from an increase in the capacity of her batteries.

**No.
183**

U.S. 'nuke' to last 'A'



ANDREW BEFORE

Fifteen years ago the conversion of H.M.S. Andrew transformed the squat, horned wartime submarine you see above into the sleek modern diesel patrol submarine pictured below in the Straits of Johore while the Andrew was in the Far East.

It seems hard to believe that both pictures are of the same boat.

... AND AFTER



Driving deep into history

The Andrew's three "ances tors" are buried deep in history.

The first, a carrack captured in 1417, was sold in 1424. The second — ex-St. Andrew — was an 895-ton 42-gunner renamed Andrew in 1650 and wrecked in 1666.

Third was a first rate of 1670 rebuilt as Royal Anne in 1704.

Andrew battle honours for Cromwell against the Dutch at Dover 1652, Kentish Knock 1652, Gabberd 1653, and Scheveningen 1653; and with Blake against a Turkish pirate fleet, Porto Farina 1655.

The stars' vital statistics

H.M. Submarine Andrew has two eight-cylinder diesel engines, each producing 4,300 b.h.p., and two 1,250 h.p. motors. Her length is 283ft., draught 17ft., beam 22ft., displacement 1,385 tons (surface), 1,620 tons (dived).

She has a surface speed of 19 knots, and eight knots when dived. Her complement is five officers and 63 men.

The Andrew's armament comprises a four-inch gun and six 21-inch torpedo tubes.

She carries 16 torpedoes — four torpedo tubes forward and six reloads, two after tubes and four reloads.

At each refit the Andrew has been extensively modernised and is fitted with up-to-date underwater detection and torpedo firing equipment.

Andrew reborn

The Andrew was transformed from the squat, horned silhouette of a wartime submarine to the sleek, encased shape of the modern diesel patrol submarine.

The Andrew ended her fourth commission by cruising to Singapore via the Mediterranean, arriving in Singapore in October 1957. After a short refit she went to Australia for two years.

Then came that experience of the film world. The Andrew played the part of an American nuclear powered submarine in the grim scene when the submarine returned to the unpeopled wilderness of a post atomic bomb America.

In 1960 she returned to Singapore where she was based until 1968. She provided anti-submarine training for R.N. ships in the Far East, and exercised with forces of the Commonwealth, SEATO and CENTO.

Arab style

On a visit to the Persian Gulf in 1962 members of the crew were each presented with a gold watch and silk Arab robes by the Sheikh of Bahrain.

After 11 years away from home, and four refits (she was the last British submarine to have a major refit in Singapore) the Andrew left Singapore in September 1968 for the last time. Her destination was Gosport, calling at Brisbane, Suva, Tahiti, Pitcairn, Panama, Cartagena, and Barbados.

A short rest, work up at Faslane, and in July 1969, the Andrew was ready to join the Second Submarine Squadron in Devonport. Since then she has taken part in NATO exercises, and has provided a training target for frigates and destroyers working under Flag Officer Sea Training at Portland.

Final refit

In the past year she has visited Manchester, Swansea, Bayonne, Esbjerg, Belfast, London, Gibraltar, and Antwerp.

Last September 16, the Andrew started her final refit at Portsmouth, and will join the Fleet at the end of this year when this ex-film star, ex-record breaker will have a new title — "The Last of the A's."

Photo postcards

Postcards of H.M.S. Andrew or any other ship in this series are obtainable from Navy News, Dept. PC, R.N. Barracks, Portsmouth, price 1s. each (10s. per dozen, stamps, postal order or cheque).

A standing order for the supply of each new card on publication for 12 issues can be arranged on receipt of postal order or cheque for 12s.

Other ships in this series are:
Abdiel, Acheron, Adamant, Agincourt, Aisne, Albion, Alderney, Apollo, Arethusa, Ark Royal (Pre Mod.), Ark Royal (Mod.), Armada, Ashanti, Aurora, Barrosa, Beagle, Bermuda, Berry Head, Berwick, Blackpool, Blake, Brave Borderer, Brighton, Britannia, Bulwark (Pre Mod.), Bulwark (Mod.), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Centaur, Cheyenne, Chichester, Cleopatra, Corunna, Cumberland, Dainty, Dampier, Danae, Daring, Dartington, Defender, Devonshire, Diamond, Diana, Dido, Dreadnought, Duchess, Dundas, Eagle (Mod.), Eagle (Pre Mod.), Eastbourne, Echo, Endurance, Engadine, Eskimo, Explorer, Excalibur, Exmouth, Falmouth, Fearless, Fife, Fin Whale, Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Grafton, Grenville, Gurkha, Hampshire, Hardy, Hartland Point, Hecate, Hecla, Hermes, Hermione, Hydra, Intrepid, Jaguar, Juno, Jutland, Jupiter, Kent, Kenya, Layburn, Leander, Leopard (Mod.), Leopard (Pre Mod.), Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Lofoten, Loch Lomond, London, Londonderry, Lowestoft, Lyness, Lynx (Mod.), Lynx (Pre Mod.), Maidstone, Manxman, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Olwen (formerly Olynthus), Orpheus, Osiris, Palliser, Protector, Plymouth, Porpoise, Puma, Reclaim, Redpole, Relentless, Resolution, Revenge, Rhyl, Roebuck, Rothesay, Russell, Salisbury (Mod.), Salisbury (Pre Mod.), Scarborough, Scorpion, Sealine, Sheffield, Sledsheim, Sirius, Striker, Stromness, Taciturn, Talent, Tartar, Tenby, Theseus, Tidesurge, Tiger, Token, Torquay, Triumph, Troubridge, Trump, Tyne, Undaunted, Ursa, Valiant, Vanguard, Vidal, Virgo, Virago, Wakeful, Warrior, Warspite, Whitby, Woolston, Yarmouth, Zest, Zulu.

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NAVY NEWS IN BRIEF

Pacific - tour Britannia

*Home from
a busy trip*

The Royal Yacht Britannia was scheduled to arrive at Balboa on February 2 to embark the Duke of Edinburgh for his tour of the Pacific Islands, after which the Duke was flying to Australia for the 50th anniversary celebrations of the Royal Australian Air Force. While the Duke is in Australia, the Britannia will sail to Esquimalt, the Canadian Navy base near Vancouver, to embark the Queen and Duke for their tour of Western Canada from May 3 to 11.

One hundred and sixty Royal Marines from 41 Commando, stationed at Bickleigh, Plymouth, flew to Nassau early in the New Year for routine training in the Bahamas.

They joined the Royal Marine detachment from the frigate H.M.S. Sirius serving in the West Indies to carry out amphibious training in which two R.A.F. Wessex helicopters took part.

Adopted by Williamwood High School, Glasgow, H.M.S. Andromeda received a cake from the pupils to mark the ship's second birthday.

Princess Anne, visiting Portsmouth on March 16, will lunch aboard Victory ship with the Commander-in-Chief Naval Home Command (Admiral Sir Horace Law), and later name the Naval Sailing Association's new yacht Sea Wraith III, at H.M.S. Vernon.

Contracts to build 12 high-speed nuclear-powered attack submarines have been placed by the U.S. Navy, to counteract Russia's growing strength.

H.M.S. Zulu, in Portsmouth Dockyard, was visited by 40 children and their teachers from Greenfield County Primary School, Stourbridge (Worcs).

The dates for this year's Royal Tournament at Earls Court are June 9-26, which is earlier than usual due to an international exhibition being held there in July.

Much local interest was stirred when H.M.S. Achilles returned to Glasgow for the first time since she was built there. Visitors included foremen and welders who were entertained by the CPOs' and POs' messes.

Remote-controlled diesel engines are a feature of the first of a series of minesweepers, built of wood and plastics, for the French Navy.

Divers from H.M.S. Keppel answered a distress call from the Grimsby trawler Northern Gift and removed a net from the vessel's screw.

Reports from Paris say that French naval vessels are likely to be equipped by 1973 with Otomat, a surface-to-surface missile which can also operate against aircraft.

In ten months overseas, H.M.S. Phoebe — seen right returning to Portsmouth in December — visited so many places that her itinerary sounds more like a world cruise available only to the ultra-rich.

They included Madeira, Simonstown, Mombasa, Bahrain, Sharjah, Colombo, Singapore, Hong Kong, Beppu and Ito (Japan), Fremantle, Mauritius and Tenerife.

In addition, there were three Beira patrols and a couple of dhow patrols, exercises, a typhoon and visits by some families to Bahrain and Singapore.

The Phoebe was due to recommission at Chatham at the end of January after refit.

Photo: PO Dave Morris

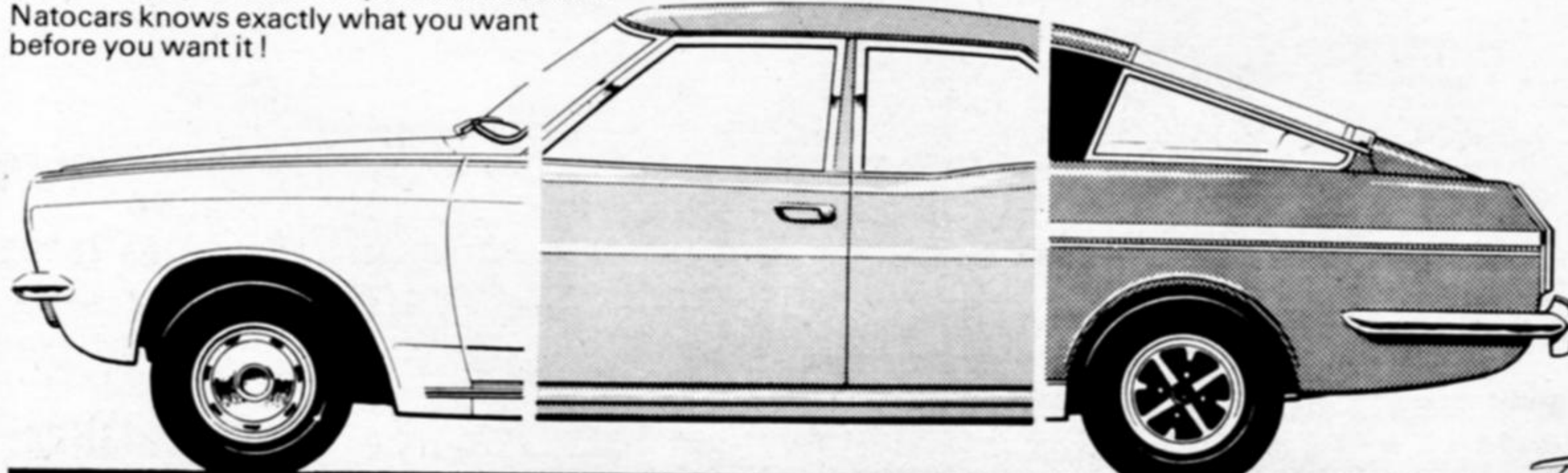


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NN

The odds against three men from one Royal Navy frigate "scooping the pool" in the United Services Rugby Club draw at Portsmouth must be phenomenally high.

But that's just what happened in the case of H.M.S. Whitby. Ratings from the ship won first, second and third prizes — £50 for LM(E) Roy Miller, £25 for LEM Geoff Wilks and £15 for SA Tony Sykes.

Their winning tickets were drawn out of the drum on three separate occasions during a function.

In addition, a fourth Whitby-ite, LM(E) Brian Thomas won a bottle of whisky.

The picture shows, left to right, Tony Sykes, Roy Miller and Geoff Wilks demonstrating how the winnings boosted their wallet contents.

Photo: PO Dave Morris.

'Against the odds' Whitby



'Outstandingly dangerous' mine: Gallantry awards

A Second World War German mine discovered in a Walthamstow reservoir in February 1970 was found by a Royal Navy disposal team to be of a type fitted with an outstandingly dangerous combination of detonating and anti-removal devices.

Until proved otherwise, it had to be assumed by Lieut. Colin Churcher, of the Portsmouth and Medway Clearance Diving Team, that the mine, with a main charge of 1,500lb. of hexamite, could be activated by magnetic or acoustic devices or both.

There was also the possibility that the arming clock was "booby trapped," a timing circuit incorporated and a light sensitive mechanism might set it off.

Because of factories and houses in the area, exploding the mine where it was located — in a foot of mud and water — was out of the question and it was decided that its removal was impracticable.

GREAT RISKS

After a preliminary inspection, which showed the fuse and fuse mechanism to be in a damaged condition, Lieut. Churcher steamed out the main charge — involving great and incalculable risks.

The slow and dangerous tasks involved took six hours and another two hours filling the removed explosive into sandbags and preparing them for burning.

Lieut. Churcher has now been awarded the M.B.E., and the B.E.M. goes to PO Roy Coulson the senior rating of the team who assisted during the most crucial stages of the operation.

The official citation states "The high degree of personal risk which existed during the period of preliminary inspection, rendering safe and steaming out was borne out by the excellent condition of the detonator and the booby trap arming clock on removal."

Lieut. Colin Churcher
photographed at H.M.S. Vernon

Bacchante's back with the British

H.M.S. Bacchante, commanded by Cdr. Noel Bearne, has returned to the Western Fleet fold, having completed the first leg of her first commission — eight months in the Standing Naval Force Atlantic (STANAVFORLANT).

During that time the squadron visited 13 countries on both sides of the Atlantic.

The Bacchante took part in six NATO exercises, clocked up 500 deck landings and almost as many official receptions, took 17 trophies at a NATO sports meeting in Norfolk, Virginia, buried the tot in Canada and managed to relax in the ship's birthplace, Newcastle-upon-Tyne.



James (80) enjoys hospitality of Malta medics

Sprightly 80-year-old James MacMillan, smart in his scarlet uniform of a Chelsea pensioner and displaying a dazzling array of medals, will long remember the hospitality of the Medical Branch at the Royal Naval Hospital, Malta.

James's visit to the island was as guest of the Army, but for part of the time he was "sublet" to the Navy and entertained at the senior rates' messes.

A kit-laden Royal Marine sweltering in the sticky heat of Changi airfield in Singapore was heard to remark with more than a little justification, "When you move in this outfit you don't know whether to pack your bloody swimming trunks for a spell in the sun or throw in extra string vests against the cold."

For never in the 306 years of history of this corps of trouble-shooters have the Royal Marines been more prepared to jump into an aircraft or board a ship or submarine to go off anywhere in the world with the absolute minimum of warning.

Snow or tropical heat; mountains or jungles. It's all one to the ready-to-go anywhere-at-anytime Royal Marines.

For this picture the setting is the Johore Straits between Singapore and Malaya, where an exercise provides a striking scene as Marines come ashore.

Meanwhile, 500 R.M. Commandos left Plymouth in January for Arctic Norway to undergo intensive training designed to teach them how to survive and fight in temperatures as low as minus 40 degrees C.

Working with men from 45 Commando and 145 Commando Battery are helicopters of 846 Naval Air Commando Squadron.

TROUBLE-SHOOTERS AT THE READY



Grenville in the promotion stakes

Lucky old Grenville — she may be getting on in years but she's still a name to sit up and take notice of!

This is what they were thinking on board H.M.S. Grenville when the ship's three most recent commanding officers all appeared in the latest half-yearly list of provisional selections for promotion.

The list showed Cdr. G. M. K. Brewer's selection for promotion to captain. Now at H.M.S. Excellent, he com-

manded the Grenville as a Type 15 anti-submarine frigate.

His successor, Lieut.-Cdr. David Whitehead (now H.M.S. Tamar) is selected for promotion to commander, as is the ship's present C.O., Lieut.-Cdr. R. H. Fox.

Lieut.-Cdr. Whitehead and Lieut.-Cdr. Fox are the Grenville's two commanding officers since she became the ASWE trials ship.

END FOR CENTAUR

Former aircraft carrier H.M.S. Centaur, used as an accommodation ship for the last five years at Plymouth and Portsmouth, is going for scrap.

Completed in September 1953, her last refit was in 1963, and she was placed in reserve three years later. Of two sister ships, the Albion and Bulwark are commando vessels.

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STOP CHEAP SMOKES

Now that the hazards of cigarette smoking are more fully revealed would it not be a good idea if the Navy led the way back to health by abolishing duty free issues of this drug?

After all, rum had far fewer side effects.
D. J. Childs
(Lieutenant, R.N.)
Drayton, Hants.

Advancements

Please keep up the Advancement Column. We are waiting for our numbers to come round again!

Ch/J 99389

Sherborne St John,
Hants.

IN UNIFORM AGAIN—BUT SOME UNIFORM!

As an ex-Wren of eight months, life was dead so I decided to join the R.N.X.S., which I find quite exciting. We learn seamanship, etc., which makes a change.

But the uniform! How about changing it, bring it up to date,

Rum incident

In the article published in the December issue concerning the rum incident in H.M.S. Howe, the date in my letter should have been 1942, not 1941.

F. Troughton

South Shields.

It was Christmas Day, 1942, not New Year's Eve, 1941, that the rum was stolen. I was a boy seaman on board, and I wonder if I am the only serving member left in the Navy today?

D. R. Roberts
(Lieutenant, S.D.(B), R.N.)
H.M.S. Excellent.

Caledonians

With reference to the letter from Chief Shipwright Ken Brown entitled "Caledonians," about the shipwright staff aboard H.M.S. Fife (Jan. issue), I was the first chief shipwright drafted to the ship.

This was mid-1964 while she was building at Fairfields, Glasgow, before she was launched.

When we commissioned her at Glasgow, in June, 1966, the entire staff, officer, chief (one), and shipwrights, with the exception of one shipwright were Caledonian trained.

The one exception left at the end of his 22 in December, 1967, leaving the entire staff Caledonian trained, and thus it remained until I left in August, 1968. And an excellent first commission shipwright's staff it was!

So, Ken, I guess you can't claim a record, but perhaps the ship can.

F. J. Harden
(Chief shipwright)
H.M.S. Dolphin.

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H.M.S. Bullshine' wades in

LETTERS TO THE EDITOR

I read the article in Navy News (December issue) about Mechanical Jennies, and I think the chap who wrote it can't have been around a ship in maintenance for a long time.

It's all very well saying officers and senior rates must spend more time in planning to get better results, but it just doesn't work that way.

Before our last maintenance the Jimmy had a meeting, and he said we were having it so we didn't get in each other's way.

That would have been all right if the dockyard had the same idea — what with a shift of berth on the second day and bringing great chunks of equipment on board and getting all over the place with dirty overalls.

Then some of the hands were going to barracks for medicals

and the transport didn't come so we lost them for half a day. We have an Admiralty driver but they wouldn't let us keep a tilly for ourselves, although it wouldn't have cost them anything.

Also we heard some of these new cleaning machines were around but no one knows how to get them or what you can get.

I reckon other Buffers will agree and they can say so. If they don't, they can come and get a pint off me next time in Pompey if they can work out what ship I'm in.

Buffer

"H.M.S. Bullshine."

H.M.S. Undaunted

Reference your Ship of the Month (January issue), H.M.S. Undaunted now carries a "hut" where the four-inch gun used to be in the original role of a Type 15 frigate.

The "personal" standard of General Eisenhower, a White Ensign signed by the Supreme Commander himself, now reposes in the Eisenhower Museum, Edinburgh, to which it was presented in February, 1970.

F. G. Temperton
(Radio supervisor)
Senior Ranks' Mess
R.A.F. Northwood.

What became of 'Stoker Flood'?

H.M.S. Bee, flagship of the Yangtze Flotilla, adopted an orphan of the Hankow flood disaster of 1931, and carried him on the ship's books as "Stoker Flood."

He was a boy about four or five, and a fund was set up to have him adopted and educated.

Does anyone know of his subsequent life?

T. Bryan
(Ex-CPO)

Peterborough

Pendant query

In reply to D. W. Robertson (January issue) re pendant query, the name he is seeking is H.M.S. Roebuck, as built in 1942. Her number was H95.

After the war, when flag D was allocated to all destroyers and to avoid the consequent chaos in some cases, the figures 1 or 2 were added, making the Roebuck D 195. Later, on her conversion to fast frigate, it became F 195.

E. J. Willis

Exeter, Devon.

Several similar letters were received on this subject. — Editor.

Consult Old Bill

Reference your naval ditties, I served in the cruiser Effingham with Bill Sheehan, who used to sing a number, "Wrap me in my tarpaulin blanket."

He belonged to the days before education. He could read a little and write, but seldom did so. Signalmen always addressed

Diomede's pennies



For many months, ratings standing by the Diomede, building at Yarrow, have used the Dogwatch Bar at Clydebank as their "local" and have been the main builders of a pile of pennies.

Capt. J. D. E. Fieldhouse, commanding officer of the frigate, is seen here about to push over the pile. The money totalled almost £100 and will be made up to that amount for the Guide Dog for the Blind appeal.

Photo — PO W. McRobbie

She's gorgeous!

Most of the blokes in my mess admired your front-page picture of Margaret Haworth (January issue).

We would like to pass on a message of best wishes and good luck to her for the New Year — and to stay looking gorgeous for the rest of her life.

Mark Hayward

27 Mess,
H.M.S. Fearless

Convoy Pedestal

Reading the R.N. Association's reunion feature about convoy Pedestal to Malta reminded me of a "believe it or not" incident.

I was a gunlayer in the Eskimo in that grim run, and among survivors we picked up were men from H.M.S. Manchester. We got them to Malta.

In distress

Disintegrating dabtoes of my venerable vintage never cease to marvel at the privations harrowing the hearty tar of today as modestly revealed in your correspondence columns.

One can well imagine our grief on learning from ex-LOEM Lonsdale (December) that Jack is being "forced to take to the roads" through the heartless system which "limits" the warrants to "four if single and a maximum of 12 if married" for the poor soul who only wishes to take a miserable four week-ends per month up the line.

In my early Service days — throughout the thirties — when pay was a pittance and three-year separations overseas more the rule than the exception, warrants were non-existent.

For most upcountry ratings, rail fares were far more than the weekly pay — which is surely more than can be said for today.

Bernard Campion.

Plymouth.

Book project

I am collecting information with the possible idea of writing a book on the subject of escort vessels during the Second World War and frigates during the period since the war.

I would be very glad to hear from readers who can assist, both with articles and photographs.

N. Overington
(Cadet, Royal Navy)
Britannia R.N. College,
Dartmouth.

CRITIC HAS HIS SAY

For the last five years I have read Navy News, usually when I have had nothing else to read. It must be the only paper in this country which takes 32 pages to say nothing.

The only time that Navy News took a stand was over the rum issue.

If Navy News expressed the real views of the men it is sup-

posed to represent, it would then be our paper.

Don't be afraid of controversy; it can only do good for the Navy.

Critic

H.M.S. Dryad.

No fears here about controversy. Constructive criticism especially welcomed. — Editor.

A good day for the race— in 'long johns'

You can tell it isn't quite Henley. Wing collars, bow ties, "long johns" and painted moustaches do not normally comprise a much favoured regatta ensemble!

But Sub-Lieuts. K. S. Caldwell, A. J. Woolston and A. T. G. Barton were simply entering into the spirit of the pulling regatta at Britannia Royal Naval College, Dartmouth.

They were Cunningham Division's whaler crew in the contest between the five divisions which resulted — for the first time for many years — in the Regatta Cup being shared by two divisions (Jellicoe and Cunningham).

The "Staff Whaler" race was won by the seaman officers. Members of the civilian crew had previously pulled for such eminent institutions as the Ship and Dock, and Trafalgar Hotel.



Sporting unconventional fashions, Sub-Lieuts. K. S. Caldwell, A. J. Woolston and A. T. G. Barton, Cunningham Division's whaler crew, test their strength before the race.

IT'S QUICKER THE SECOND TIME ROUND!

In January 1965, Ernie Whitton spent just 24 hours as an Able Seaman. Four years later he had risen to Chief Petty Officer, and in December he retired from the Service — and every step of the way CPO Whitton must have had the uncanny feeling that he had been there before.

He had. He joined the Navy as a boy seaman in 1939, spending much of the war in H.M.S. *Illustrious*, taking part in the Battle of Taranto, serving in 12 ships since the war, and being the last gunnery instructor to qualify at H.M.S. *Drake*.

After a year as a civilian he rejoined the Navy and completed a total of 31 years' service.

History repeated itself in that CPO Whitton was at Britannia Royal Naval College, Dartmouth, when he retired — both times!



Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate:

To CPO — Dunkerley R. A. 889668; Akehurst M. E. 923436; Garbutt M. 918432; Messenger P. F. 871076.

To CPO STD — Pawley E. W. 842530; Ellis A. E. 904617; Jones F. 876191; Mullett R. V. G. 900952.

To A/CMEA(P) — Old C. E. 969737.

To CHME — Flin R. R. 892411; Gibson A. 870223; Charles G. A. 850150; Warren G. P. 897767; Eccleston H. 907105.

To CCEL — Banks T. 933465.

To COEL — Walters R. F. F. 957137.

To CCY — Barker B. A. 836289; Wilesmith F. J. 954633.

To A/CMT — Orteson C. S. 856867.

To CAF(AE) — Turkington E. F. FX 901978; Walsh F. FX 917892; Gower W. FX 816513; Townsley R. FX 910527; Shand J. FX 917847; Thomas W. J. FX 814303; Sharples R. FX 886933; Corney R. W. FX 906659.

To CAF(O)/COEL(A) — Poulton P. MacD. FX 906515; Keddie A. D. FX 906194; Willett E. R. J. F. 927370.

To CA(AH) — Robertson D. FX 887078; Cattermole R. F. W. FX 661777; Fieldhouse J. M. FX 874362; Briggs H. S. FX 886835; Wright A. R. P. FX 872927; Childs N. B. FX 878747.

To CA(SE) — Burgess R. S. F. 927285.

To CEL(A) — Howe G. A. FX 924309; Kirman J. W. FX 893759; Fenwick F. F. 947056; Andrews D. M. J. FX 956274; Mahin F. E. FX 903549; Bigland R. T. F. 937377.

To CRELA — Lawton R. D. FX 903631; Andrew R. W. FX 903631.

To ACCAA/ACAMN — Hill A. T. F. 943528; Southall T. P. 055221; Whiting T. F. 943972; Joy V. D. FX 873505; Wiles P. J. 052719.

Tamar has a signal success

The communicators of H.M.S. Tamar were presented with the Comstar Bronze Award by the Commodore Hong Kong (Commodore R. E. S. Wykes-Sneyd).

The Comstar (Commendation for Signals Transmitted Accurately and Rapidly) competition is open to the signal centre of all three Services all over the world. Awards are made three times a year based on the examination of signals over a four-month period.

They are for procedural accuracy, and for adherence to the handling times laid down for the precedence of the signals.

To win an award 30 message tapes, selected at random, are analysed by a team of experts at headquarters of the Defence Communication Network in London.

H.M.S. Tamar's bronze award represents an accuracy of less than four procedural errors between May and August. It was the only award given to any naval communication centre in this period.

4,000-mile trip to dinner

One of the guests at a Fleet Air Arm Taranto Night dinner was making his first visit to Singapore and had travelled 4,000 miles to be there.

Sixty-three-year-old Mr. Jack Shepperd did not hesitate when he was invited to go from Sydney, Australia, to Singapore, for the dinner at H.M.S. Simbang in the Far East Fleet Amphibious Forces Base, Sembawang.

And when he got there he presented the Commander, Far East Fleet (Vice-Admiral L. D. Empson), with a pair of candlesticks made from the propeller of a Swordfish aircraft.

The dinner marked the 30th

anniversary of the crippling of the Italian Fleet in Taranto Harbour by Fleet Air Arm Swordfish, and Mr. Shepperd was invited because he has been associated with naval aviation for half-a-century.

He served as an engineer with the Royal Navy — mainly in aircraft carriers — for over 25 years, and in 1948 was asked to do two years' loan service with the Royal Australian Navy.

The two years extended to

over eight years. Then Mr. Shepperd transferred to the Royal Australian Navy Volunteer Reserve and became a training officer at H.M.A.S. Nirimba, the R.A.N. apprentice training establishment in New South Wales.

Although he retired as an engineer lieutenant in 1968, he still trains apprentices as a civilian.

Besides presenting the candlesticks, which were to be sent to the Fleet Air Arm Museum in Britain, Mr. Shepperd also presented four Australian ships' crests made by some of the Malaysian sailors under training in Australia.

Guernsey task for bomb disposal men

Bomb disposal experts from Plymouth went to Guernsey on January 20 to detonate an R.A.F. bomb in St Peter Port harbour, and two depth charges found 600 yards out to sea.



Mr. Shepperd (right) presents the candlesticks to the Commander, Far East Fleet, Vice-Admiral L. D. Empson.

POINTS LEADERS ON THE ROSTER

The following table shows the total points of the men at the top of each advancement roster. Numbers in brackets indicate the number of men with the same number of points.

Ratings lacking seniority, V.G. conduct or medically unfit have been omitted.

CPO	PO	LS
1517	382 (2)	86 (5)
CH SMKR	CPO CA	CPO WTR
1376	1782	1423
PO WTR	L WTR	CPO SA
422	253	1635
PO SA	L SA	CPO CK
		(EX S)
671	600 (2)	1928
PO CK	L CK	CPO STD
(EX S)	(EX S)	
982	494	2211
PO STD	CPO CK	PO CK
	(EX O)	(EX O)
414	1896	671
L CK (EX O)	MAA	MAA (EX COXN)
		1398
501	1186 (2)	CMEA (H)
RPO	CMEA (P)	
	/CH MECH	
605	238/80	426
CH MOI	L MOI	CH CEL
2057	96	1619
CH OEL	CH REL	CRS
1378	1350	1489
RS	L RO(G)	CRS(W)
558	394	526
CCY	CY	LRO(T)
1223	558	394
C MED	CPO MA	PO MA
TECH		
302	575	741
L MA	CAF(AE)	POAF(AE)
	959	286
LAM(AE)	CAF(O)	POAF(O)
265	1423	169
LAM(O)	CA(AH)	POA(AH)
288	1802	796

LA(AH)	CA(SE)	PO(ASE)
332	1094	629
LA(SE)	CA(PHOT)	POA(PHOT)
174	594	345
LA(PHOT)	CA(MET)	POA(MET)
379	837	NIL
CH EL(AIR)	CH EL(AIR)	CH EL(AIR)
1684	158	2192
PO REL(AIR)	L REM(AIR)	LA (MET)
188	233	NIL

The following rosters are "intermediate," i.e. there are fewer men on the roster than can possibly fill the next nine months: PO ME, L EM(AIR).

The following rosters are "dry" — L STD, CCEA/CH CE MECH, PO CEL, L CEM, CCEA/CH OE MECH, PO CEL, L OEL, CCEA/CH RE MECH, PO REL, L REM, RS(W), L ROW, CAA(AEL), CAA(O), CAM(AEL), CAM(O), CEA(AIR), CEA(AIR), CH EL MECH(AIR), CH R EL MECH(AIR).

Merit points awarded on November 30, 1970, are non-effective until the adjustment of rosters on March 1, 1971.

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"RETIREMENT FROM THE FORCES"

FAMILIES PAGE - 1

The fellow next door is usually a pain in the neck. He is a superb gardener, interior decorator, or do-it-yourselfer in any form, as well as being a regular Romeo with bunches of flowers.

In the Navy, he is also the fellow who is always at home while others are at sea.

Two recent letters to Navy News have concerned a petty officer in the Seaman Branch and a radio operator. In each case they had had a good whack of sea time and felt that Drafty might have been a bit kinder to them.

"I hope I haven't offended anyone by speaking my piece," said the communicator. "It's just that things could be so much more human with more effort."

He added that surely sea time / shore time could work alternately with an equal time for each?

Ratio variations

Well, that is hardly possible in a maritime service. Although there are variations all the time in the sea / shore ratios of all branches, girls married to Leading rates and Able rates of most branches can assume their men will spend the greater part of their time at sea.

In very general terms an Able rate will spend up to three-quarters of his time in ships (of which a part will be spent refitting).

However, each step up the advancement ladder normally brings a reduction, and the majority of petty officers spend no more than half their time at sea. Chief petty officers generally spend less than half their time in ships.

The problems of manning warships, coupled

with fluctuation in the numbers of men available, makes it impossible to achieve equality of service between men of different rates and branches, but the Management does insist upon strict fairness of treatment for the men on each roster.

In other words, although it is not possible to treat an ME1 exactly the same as a RO1, or an AB UC2; it is the drill to treat all ME1s equally among themselves; all RO1s equally — and so on.

There are ways in which too great a disparity in treatment is reduced. The obvious and drastic is to change the composition of the Fleet, but there are others.

For example, reduced manning standards can be applied selectively to those categories for which the roster is moving too fast. It is another way of trimming the size of the job to take account of the number of men available.

Brighter spots

Perhaps one of the worst aspects of life for men — and families — in the "sea" categories is that when they do get a shore draft, they have hardly got the bags unpacked before there is notice of the next draft. To a ship of course.

The shore time may well extend to less than a year.

Married to a 'sea' sailor?

For those men, or wives who find the prospect rather gloomy, there are some brighter spots for the future.

At present these "sea" sailors are on fast-moving rosters and go swiftly up. When there is a carrier to be commissioned, their progress to top-of-the-roster for sea is positively jet propelled.

With the implementation of continuous commissioning, there should be no more "jets," and the whole pattern of life should assume a fairly even flow, the time on shore earned by previous sea service being much more predictable.

Separation Pay

The next cheerful spot is Separation Pay.

When husbands are away a lot, wives have to fork out at ruinous cost for all sorts of minor household requirements and repairs, which "that fellow next door who is always at home" can take in his stride.

Separation Pay for some categories will be slightly reduced, but it will be much easier to qualify for it.

Some system may have to be devised for an effective means of "keeping a running score" on sea time to General Service as now happens for submarine ratings, but this is full of problems.

Although it does seem unfair that there is no direct carry-over of sea time from one rate to another, the fact that advancement means generally less sea time, and also that each man takes his roster date with him, mean it is most unlikely that anyone would be seen off on being rated up.

Readers who have drawn scant comfort from this article can be assured on this point: at no time has the question of separation exercised the minds of the Management more than at the present time. The future must be better than the present or the past.

Difficult task

The Drafting Authorities carry out a difficult task as best they can, and are rather hurt at any suggestion that they do not apply the rules in as human and sensible a way as possible.

Navy News is assured that anyone with a problem can get an answer.

Clearly the Management cannot give detailed answers direct to wives and other relatives about their menfolk in the Navy but any man can find out through his officers.

They have direct access to the Drafty, who says that each question from the Fleet is given a full answer as quickly as possible.

DISTINGUISHED 'PLAYMATES'

GIVING MUM A 'BIT OF PEACE'

As the first purpose-built Playgroup Centre on the Royal Navy's married quarters estate at Rowner was being opened, the wife of a chief petty officer was writing to Navy News urging that something should be done to help working mothers by the provision of day nurseries.

Rowner already has two playgroup places, but this is the first to be designed and equipped as such, the cost being £5,500.

The aim is to give mothers a three-hour break from the children, enabling them to go shopping, or just "have a bit of peace," and the demand is such that another three centres are being talked about.

They are no help to the young mother with two-and-a-half to five-year-olds who would like to take even a part-time job, and the letter from "Mrs. Chief" wondered if the Navy could pro-

New centre opened

vide a day nursery for mothers working either full time or part time.

"Initially," she said, "it would be the Navy's burden, but within months it could be financially viable, with mothers paying £3 a week for the first child."

She explained that she had a reliable woman to look after her daughter while she went out to work, but urged that other wives could benefit from having an outside interest, and that their husbands would be more content knowing that the wives were happier.

The question of working

mothers is a very personal one. Some young mothers would not wish to leave very young children for more than a few hours, while others believe it is better for both parent and child.

Whatever the arguments, the fact is that many young mothers do work, and that good friends or day nurseries are essential to this way of life.

Nature of problem

This is not a Navy problem, but a national one. Day nurseries are in short supply everywhere.

Rowner, for instance, comes within the Borough of Gosport, which has only one day nursery for this very large town.

With such demand for accommodation, many day nurseries will only take children where there is financial necessity — such as a deserted wife — and that is a rule which no one could quarrel with.

It is also the kind of rule which would place wives of Service men far down the scale of priorities.

One large television manufacturer close to Rowner has a scheme to help working mothers by "pairing" them. One goes to work while the other minds the children, operating on alternate days.

Such ideas as these are the only ones likely to provide a quick solution to present needs.

Same shortages

"Mrs. Chief," and other young mothers who would like to take a job, will understand that to use public money in order to enable Service families to boost earnings which are already regarded by the community as fairly generous, wouldn't go down very well alongside a large town which can manage only one day nursery for all the inhabitants.

Service families share the same rights as civilian families to public amenities, and they also share the same shortages and problems.

Day nurseries for naval quarters, on a totally self-supporting basis, may be a possibility in the future, but it would appear unwise to count on them for a long time.



Absorbed in "stickle bricks" two little girls scarcely noticed their distinguished "playmates" sampling the amenities of the new playgroup centre opened on the Navy's married quarters estate at Rowner, Gosport.

The £5,500 scheme was financed by grants from the Church of England Sailors', Soldiers', and Airmen's Clubs, the King George's Fund for Sailors, and the Commander-in-Chief Naval Home Command's Benevolent Fund.

The VIPs pictured here are the C-in-C. (Admiral Sir Horace Law), and the Chairman of C.E.S.S.A.C. (Air Chief Marshal Sir John Baker). Lady Baker formally opened the centre.

Morning charge for having a child looked after for three hours is 4s., and the afternoon charge, 3s. The centre accommodates 48 children a session, staffed by paid helpers.

Photo: S. R. Benn

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Glamorous wives



'Dear Dad' — and it's official

When 14-year-old David Hague wants to borrow the odd pound from his dad, H.M.S. Pembroke-based CPO Derek Hague, he sits down and writes him an official letter — as from one chairman to another.

CPO Hague is chairman of the community centre at St Mary's Estate, one of Chatham's married quarters. David is chairman of the centre's senior youth club.

Main interest of the boys in the club is football, and when they want to hire one of the local pitches for a game they sometimes find it necessary to have an official loan from the community centre.

The boys keep themselves solvent by various methods, including bobs-a-job.

CPO Hague and his wife, Marlene, have another son, Dean (10), and a daughter, Caron (6).

David Hague (right) and his club secretary, Michael Butler, son of MAA Michael Butler, have a "business" meeting with CPO Derek Hague.

Picture: Russ Whalley



Two pictures this month in the "Glamour on the married patch" series.

On the right is Jenni Bailey (21), wife of LS Biff Bailey, formerly with a Bomb and Mine unit at Rosyth, and now with H.M.S. Sheraton at Hong Kong.

The couple have been married three years, and have one son, Darren.

★

There's a holiday memory in the picture above for Beryl Bell (25), wife of CA (Met) Anthony Bell, for it was taken while they were enjoying the sunshine at Jersey.

Beryl, an audio typist, previously worked as a specialist teleprinter operator on the staff of Flag Officer, Naval Air Command, where she met her husband. She enjoys riding, available through her husband's present job at H.M.S. Warrior, and is also a useful sailor herself, having owned an Enterprise racing dinghy.

FAMILIES PAGE — 2

"I love you," she said, "but . . ." How many fond hopes have been dashed by that peculiarly feminine three-letter word, and Navy News letter-bag has its share.

Writes Mrs. Shirley Collins, an ex-Wren of West Drayton (Middlesex):



"I think Navy News is admirable in every way, and my husband when in the Navy always bought it, and now has it sent to the house as he recently became a civilian.

"But . . . I always see references to married

That

quarters, and married quarters families, and all the things that these families organize together.

"I have yet to see anyone wave a banner for the very many wives who have 'done the other thing'.

I am referring to those of us who made a home for our husbands and children away from a naval

three-

environment, in order that life did not revolve completely around the 'Andrew.' After all, a man doesn't want his job for breakfast, dinner, tea, and recreation. He likes to be accepted as a man to his friends, not just another sailor.

"I'm not knocking the naval M.Q. system — it is

letter

excellent — but after all we do have to stand on our own feet at some time in our lives.

"We had a two-year stay in Malta, which put me off Service life from the wife's point of view for ever. I didn't enjoy hearing women discussing the comings and goings of ships like old salts, and I should

word . .

think it became a bit boring for the husbands as well.

"I suppose we all have different ideas of how we wish to live and face the future.

"We have been buying our own house for about ten years now, so the only major change that had to be made at the end of my husband's service was a job.

"After 22 years in the Navy and three months in Civvy Street he has settled down very well indeed, in a good job at London Airport which he found himself.

"I have probably rattled on a bit, but, as I have said, how's about waving a flag for us a little. After all, that was one less married quarter that had to be found."

Bringing on the bright boys

NEW SCHEME ON THE WAY

"Getting on" in the Royal Navy varies so much between one category and another that wives must sometimes wonder if their husbands are working for the same firm.

One very disappointed girl wrote to Navy News demanding "Is it fair?" in explaining that her husband, an SA(V) for seven years, was still apparently only half way to being rated up, when he had passed his examinations two years ago.

"Some of the electrical ratings who joined with my husband, all the same age, are now POs," she declared.

"Perhaps the solution is to be classed on recommendation (which my husband has also had for LSA) and how you tackle your job. The good workers would soon get on, and the loafers soon weeded out."

Navy News made inquiries about advancement problems, and the first point which should be made (although it may not apply in this case) is that sometimes speedier rating up is because of passing professional examinations earlier.

If this is not the case, then regrettably men doing different kinds of job, and there-

fore on different rosters, have different prospects, but the Management do stress the absolute fairness of treatment for all men on the same roster.

However, this does not answer the writer's point. She does appreciate that there can be no advancements unless there are vacancies to fill (apart from the Navy's helpful "trickle" scheme for a modest number without immediate vacancies), but she urges that the vacancies which do arise should be filled on recommendation — on merit in other words.

The writer may be interested to know that such a scheme is on its way.

Improvements in the advancement system, to be introduced shortly, will not mean advancement regardless of vacancies, but will allow the best men to overtake the less good more quickly than happens now.

Full details may be expected soon.



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'New look' guided missile destroyer



An artist's impression of H.M.S. Bristol, the Royal Navy's most modern design of guided missile destroyer, which leaves her builders' yard at Wallsend-on-Tyne for contractors' sea trials this year.

The Bristol will be the first Royal Navy ship to be fitted with both the new Sea Dart surface-to-air missile, which can also be used in a surface-to-surface role, and the Ikara rocket-propelled weapon for delivering homing torpedoes at long range to a position from which they can attack submarine targets.

The ship will also be armed with the new radar-controlled automatic 4.5in. gun.

With a standard displacement of 5,650 tons and an overall length of 507 feet, the Bristol will operate with the fleet on completion of a series of exhaustive trials of three new weapons systems.

Her first commanding officer will be Capt. A. J. Miller, who is at present Director of Public Relations (Navy) at the Ministry of Defence.

ROSYTH'S POLARIS ROLE

Rosyth Dockyard is undertaking one of the most important tasks in support of the Royal Navy, main job at the moment being the first refitting programme for the Polaris submarines.

The first nuclear powered fleet submarine, H.M.S. Dreadnought, was refitted at the yard and the experience gained is now being applied to H.M.S. Resolution's refit.

When Lord Balniel, Minister of State for Defence, visited the yard last month he said, "The refitting is going well, and I congratulate everybody who is working here on this particular job."

Although capital development work so that it can refit nuclear submarines is now virtually complete, the yard will continue to undertake other refits, including those of surface ships.

Lord Balniel also referred to the Fleet Air Arm Stations at Lossiemouth and Arbroath. These are no longer needed by the Fleet Air Arm, but Arbroath is going to be one of the Royal Marines' bases this year, and Lossiemouth will in 1972 be taken over by the R.A.F., who will be flying Hunters from it.

Macabre lure of shipwreck

Such is the macabre fascination of shipwreck that the repetitive nature of scores of accounts fails to shake the attention of the reader.

Richard Larn in his "Cornish Shipwrecks. Volume 3, The Isles of Scilly" (David and Charles, price 50s.) sets himself an unenviable task of literary composition by trying to "ring the changes" in his

phraseology, but his skill, and the subject, wrest the details to a higher descriptive level.

The fate of the Torrey Canyon was a recent reminder of the horrors lying in wait for mariners who found themselves in trouble during storm or fog in the neighbourhood of the Scillies.

Anxieties in the days of sail are vividly brought to mind again in the pages of this book, the interest being brought up to date by modern diving techniques.

Inevitably, such a publication arouses discussion on some of the worst sea disasters, with the record probably going to the German steamer Wilhelm Gustloff (25,484 tons), torpedoed and sunk in the Baltic by the Russians in 1945 with the loss of 4,120 lives.

Grim list

The Royal Navy figures prominently in the grim list. Admiral Sir Cloudesley Shovell, with 2,000 officers and men, went down in H.M. Ships Association, Eagle, Romney, and Firebrand. That was in 1707.

Four years earlier, 1,200 officers and men perished in the loss of an entire fleet of 13 British warships under

Rear-Admiral Beaumont, wrecked on or near the Goodwins.

The author mentions several other naval tragedies such as the Royal George with more than 600 drowned at Spithead, but failed to mention H.M.S. Hood,

which went to the bottom with 1,416 officers and men.

For the Scillies nowadays, much of the old peril has been removed, but the attraction in the future will lie in revealing the secrets still locked on the seabed.

Some time, perhaps, one of those fabled treasure hoards may at last be discovered.

NEW ON THE BOOKSHELF

Blazoned routes to riches of the East

Swashbuckling adventure, piracy, and sea battles form such a colourful period in the centuries up to the age of steam that there is a tendency to overlook the vast trading drive to the far corners of the globe.

The traders and commercial travellers of the time were the finest British seamen the country has ever known, and through tempest, guns, and cold steel they blazoned the routes to the riches and mysteries of the East.

Fortunes were there for the enterprising — and courageous — and one of the romances of the epoch is the story of the rise to power of the East India Company.

From the famous pen of E. Keble Chatterton, "The Old East Indiamen" was first published before the First World War, proving so popular that

it was revised as a second edition 20 years later.

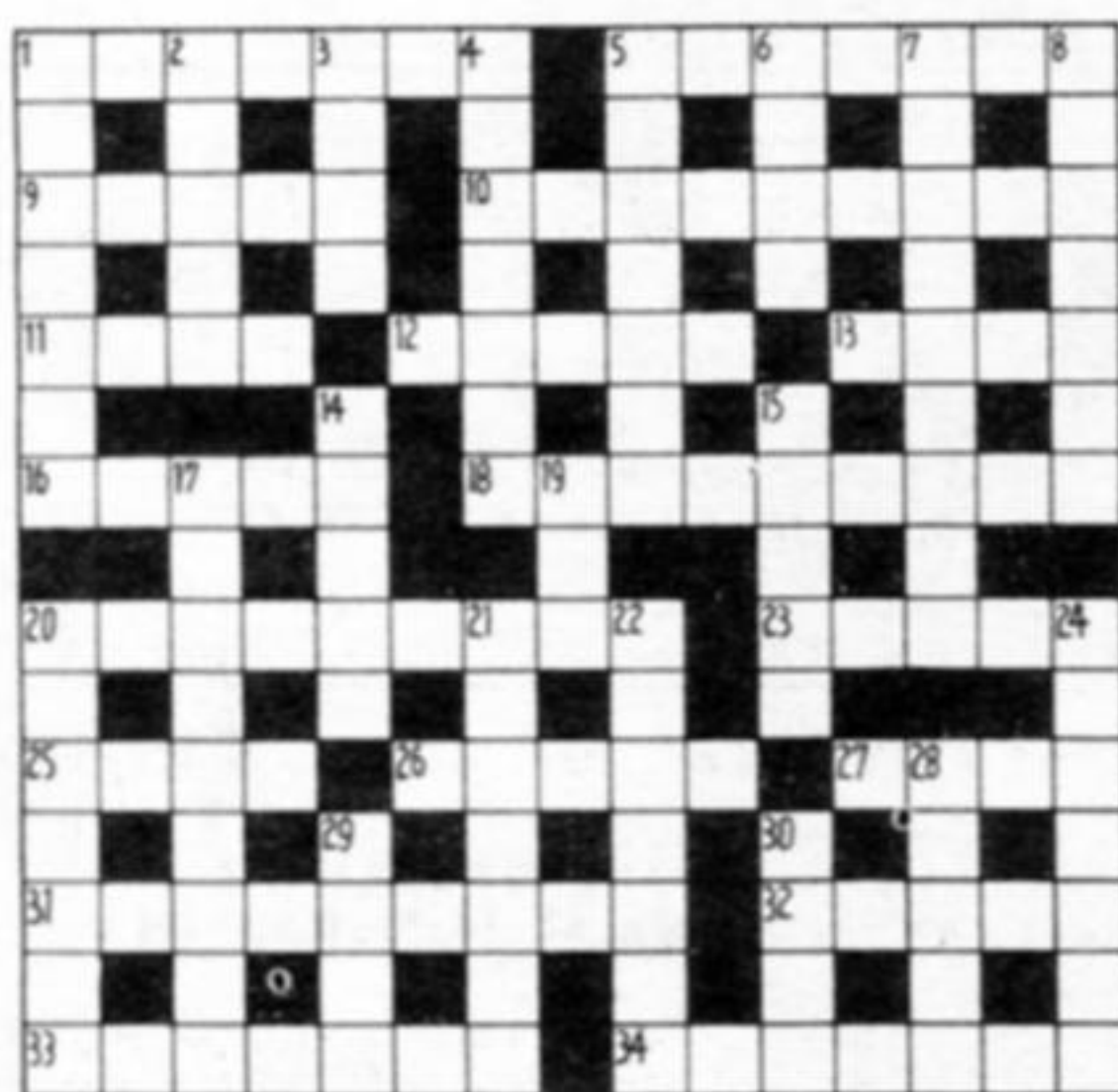
Now it has been made available again as a reprint by Patrick Stephens, Ltd., price 65s.

The officers and crews of these merchantmen, and their ships, were equal of anything in the Royal Navy of that time, being armed and operated on naval lines, and well able to give a good account of themselves.

'Tis a poor heart which fails to respond with a patriotic flutter over this tale of a glorious era in our maritime history.

GUNS-OR-CASH X-WORD

Below is the latest in the present series of Navy News crosswords. Entries close on February 25 and should be addressed to Crossword No. 24, Navy News, Royal Naval Barracks, Portsmouth. Senders of the first two correct solutions opened on that date will each be the winner of a model of a 24-pounder naval gun, which retails at about £7 10s. (Alternatively, they can if they wish have £5 each instead of the gun model.)



Name
Address

SOLUTION 23

Across: 1, Straightforward; 8, Harbinger; 9, Race; 11, Magi; 17, Instant; 18, Adheres; 19, Eat; 20, Glimmer; 21, Assegai; 22, Aid; 23, Against; 24, Oceanic; 25, Tree; 30, Keep; 31, March-time; 32, Representations.

Down: 1, Sparring partner; 2, Ache; 3, Gore; 4, Trim; 5, Orgy; 6, Warm; 7, Devil's disciples; 10, Castigate; 12, Arrogance; 13, Garment; 14, Iterate; 15, Matador; 16, Chasten; 26, Emir; 27, Eros; 28, Skin; 29, Diva; 30, Kepi.

Navy News apologizes to competitors for a compiler's error in Crossword No. 23 involving 31 across and 28 down, and for a printer's error concerning 7 and 10 down. The judges drew the lucky two from the best efforts submitted.

ACROSS

1. Confined in a Red camp.
5. Kind of bus stop (7).
9. Gas, electric, or parking (5).
10. Body formed to perpetrate at the tee? (9).
11. Luminiferous cars? (4).
12. Raced for the wood (5).
13. Up-stage cobbler? (4).
16. Relinquish or submit (5).
18. Clean method to render fruitless (9).
20. With which to add brightness to whiteness? (9).
23. This fallen is dejected (5).
25. About which a war-time pact rotated (4).
26. Employees who keep the flag flying (5).
27. Came to the highest point (4).
31. Quality unknown to the ingrate (9).
32. Separately, and apparently not all there (5).
33. Letters in support! (7).
34. Put out of countenance (7).

DOWN

1. Two's this but three isn't (7).
2. Suitable room for high-living (5).
3. Feline expression of contentment (4).
4. Mrs. Duke! (7).
5. Animal and boy behave violently (7).
6. You might pay this rent instead of working (4).
7. Like Mr. Weller's knowledge of London, . . . and peculiar (9).
8. Boy soprano swallows a letter with shaky result (7).
14. Bother the Navy! (5).
15. She must have an uncle or aunt (5).
17. Get out of a tight corner perhaps (9).
19. Sun shade (3).
20. Current of air on board? (7).
21. Use, then, to express enthusiasm.
22. Fabric made by a fat feat (7).
24. Stood a-round! (7).
28. I'm a hundred-and-fifty and make demand (5).
29. Haze that was passed by? (4).
30. Impetuous eruption? (4).

WINNERS

Winners of Crossword No. 23 were Lieut.-Cdr. J. N. McGrath, of Mount Wise, Plymouth, and MEA(P)1 J. W. Scott, of A.M.E.E., Haslar, Gosport.

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Property to be Mortgaged Mortgage required
Purchase Price Freehold/Leasehold
Age of Property
Type of Property Detached/Semi/Terraced/House/Bungalow
Bedrooms Reception rooms Bathroom Garage/Space

WHAT'S GOING ON IN D.C.I.s

Holidays galore — the papers are full of them — but who would expect to find the chance of a holiday with a difference in the somewhat dull pages of Defence Council Instructions?

However, naval parents, weary of the effect of boisterous behaviour on the furniture, might like to take their adventurous offspring to knock a few mountains about.

For four shillings a night each they can use Naval Air Command's Mountain Hut (accommodation for 28 in five bedrooms), situated south of Bethesda, North Wales, and well situated for hill walking and rock climbing.

The hut is available to all commands, mainly for expedition and venture training, but opportunities do occur for family participation.

D.C.I. 1453/70

Rented houses

A three-bedroom house at an inclusive rental of £2 8s. 7d. per week — and security of tenure — seems too good to be true, but there are nearly 300 of them in the Portsmouth area for ratings' families.

They are all modern semi-detached houses on the Victory Housing Society's estate at Bridgemary, Gosport, and a number of lock-up garages are available.

Houses must be vacated on leaving the Service or promotion to commissioned rank, but otherwise families may stay as long as they please.

Waiting list time varies considerably (at the time of publication it was 10-11 months). Applications to go on the waiting list should be forwarded to The Secretary, Victory Housing Society (Gosport) Ltd., R.N. Barracks, Portsmouth.

D.C.I. 1380/70

For Malaysia

Opportunities are available for officers and ratings to volunteer for married accompanied Loan Service with the Royal Malaysian Navy, the posts arising from the R.M.N.'s expansion programme.

Officers approaching normal date of retirement, and ratings nearing the end of their CS engagements are eligible to apply, and, if selected, would be able to extend their service until completion of their tour of duty (two-and-a-quarter years for officers and three years for ratings).

Some additional vacancies are expected during 1972 and 1973.

D.C.I. 1447/70

Advancement

All interested in the application of the Trickle Advancement Scheme should be aware that new arrangements now replace those promulgated two years ago.

D.C.I. 1403/70



"I think we're in for an indulgence fight with this lot."

Hols' at four bob a night

 * What's going on? Those who
 * are best informed keep up to
 * date on the latest Defence
 * Council Instructions, and to help
 * them — and their families —
 * Navy News is starting a monthly
 * feature, of which this is the first.
 * The idea is to give a general
 * impression of the new D.C.I.s,
 * but in the event of action being
 * taken, the full original text
 * should be consulted and studied.
 * *****

Family flights

Pre-payment passages on troop-carrying aircraft for R.N. / R.M. personnel and families require careful observance of the rules relating to applications and to method of payment.

There are also complications when applications have been made for both pre-payment and indulgence passages.

It is particularly important that in the case of wives' visits, personnel should make arrangements for passports and international health certificates.

Unless firm arrangements are made about the return trip, there is the risk of being stranded with financial problems to face.

D.C.I. 1407/70

Cooks' exams.

Cook and caterer ratings interested in improving their qualifications should make themselves familiar with the 1971 series of the City and Guilds cookery examinations, and the requirements necessary to take part.

D.C.I. 1385/70

WHO'S FOR TESTING?

All manner of intriguing possibilities are open to readers of D.C.I.s. For instance, officers, ratings and Royal Marines can volunteer for tests, "carefully planned and under strict medical supervision," at Porton Down Chemical Defence Establishment, Salisbury.

The ratings and other ranks get extra pay of 7s. a test, and the test period lasts a fortnight.

D.C.I. 1383/70

Adventure

Looking for adventure? Young officers, ratings, Royal Marines or Wrens with bright ideas, "planned on their own initiative and which will result in them being more useful members of their Service," may be able to get financial assistance through the Cunningham Initiative Award Scheme.

Applications to cover schemes starting between July 1 and June 30 have to be in to the Ministry of Defence (DGPST(N)) by March 31.

D.C.I. 1405/70

A danger

All who have to deal with cases of drunkenness are reminded of the very real danger of unsuspected head injuries, which means that they must be seen by a Medical Branch rating.

Every case complicated by unconsciousness or by history or evidence of a head injury must be kept under close observation and seen as soon as possible by a medical officer.

D.C.I. 1437/70

Re-engaging

"What You Should Know About Re-engaging" is the title of a pamphlet which has been revised for distribution shortly to ships and establishments without demand.

All ratings are to receive a copy and be interviewed 24 months before their engagements expire, with a follow-up interview about a year later.

D.C.I. 1451/70

Handicapped

Each naval parent of a handicapped child is to receive a confidential letter informing him of the service that can be given by the Handicapped Children's Section of the Service Children's Education Authority (Schools Branch), the files having been transferred to the SCEA by the Director, Naval Education Service.

D.C.I. 1444/70

Air parcels

Air parcels for Mombasa have been subject to delays through incorrect addressing, mainly by including the words "Navy House, Mombasa," or just "Mombasa, Kenya."

Parcels for the Royal Naval Liaison Officer, Mombasa, should be addressed to: RNLO MOMBASA (FOR H.M.S.) BFPO 70."

D.C.I. 1397/70

Leave passes

A new form of leave pass will be introduced on April 1, one of the main changes being a tear-off slip to be completed and signed by the doctor when a rating is taken ill while on leave.

In the event of subsequent sick notes, ordinary doctor's certificates will be used.

D.C.I. 1470/70

'Home' Wrens

Stay-at-home girls joining the W.R.N.S. as radar plotters at H.M.S. Dryad (local service category) will get 24 days' annual leave during initial engagement, and 36 days thereafter.

D.C.I. 1454/70



"That D.C.I. didn't say anything about us acting as the ruddy Sherpas for you!"

Kit upkeep

Changes are announced in Kit Upkeep Allowances, and in the issuing prices for clothing.

It is intended that the new prices and rates should remain in force for a three-year period (until March, 1974), unless in the meantime there are any scale or price variations of sufficient significance to justify an interim revision.

Personal clothing items which under the Military Pay Code concept became the responsibility of the individual to provide and maintain, will be available as cash clothing while stocks last (exceptionally, towels will continue to be made available indefinitely).

D.C.I. 1433/70

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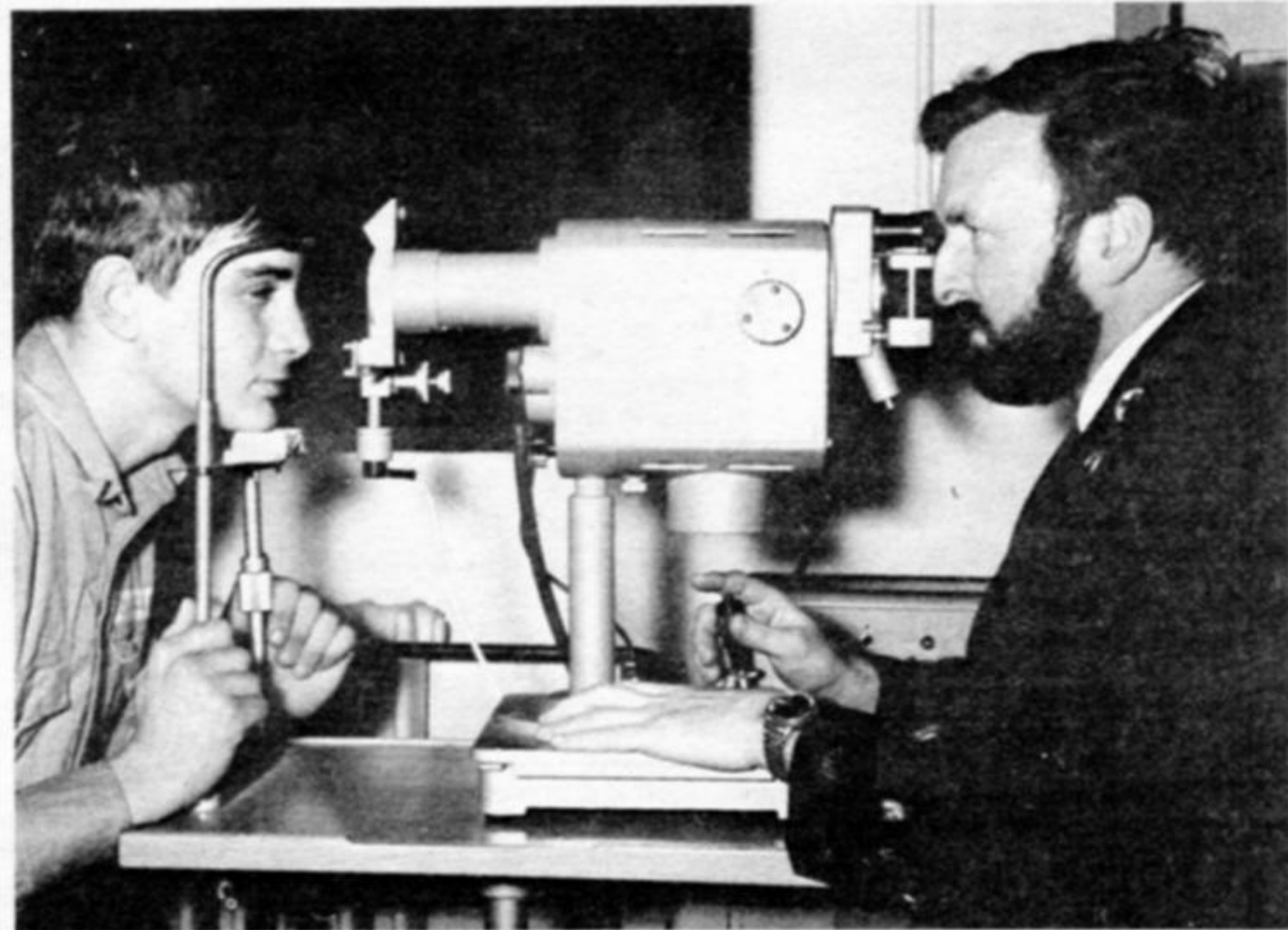
N Please tick whichever applies



NEWS FROM GANGES



Open wide please: Junior Williams has a throat swab taken by LMA Mussell.



The Retinophot camera is operated at H.M.S. Ganges Sick Quarters by CPO MA Riley.

Nice to know you're cared for!

TESTING EYE MOVEMENTS

Surg-Cdr. D. J. C. Walker tests JSA Gill's eye movements. Assisting are Nursing Sister Graham and MA Stower.

Situated in five acres of ground, the Royal Naval Sick Quarters at H.M.S. Ganges lays claim to being the Navy's largest sick quarters in the United Kingdom.

Boys experiencing their first taste of life in the Service can be assured of detailed medical care there — an assurance which no doubt is greeted with as much satisfaction by the "mums" as the boys themselves.

Aiding this scrupulous attention are medical research programmes, and much of the duty of the staff involves the organization of immunization and the research programmes. Current research includes swabbing of the nose and throat of every boy in the project to control the germ streptococcus, and swabbing of one in every five in the search for the germ which may cause meningitis.

Another project, through which it is hoped to determine whether heart diseases can be discovered at an early stage, neces-

sitates taking heart tracings, photographs of the back of the eye, chest X-rays and facial and body photographs.

Although modern in their treatment and outlook, the quarters have a long history, construction of R.N. Sick Quarters, Shotley, having started in 1899 as the Royal Naval Hospital, Harwich.

Many R.N. medical staff have served there and a great number of sailors who started their careers at Ganges will recall their first experience of naval medicine when they lined up as juniors to receive their "jabs."

Footnote: It's not all work for the Ganges medical staff. Last year the medics, drew with the stewards to share the S. and S. Athletics Cup; one of the staff, LMA Waghorn, represents the Navy at the Bisley shooting competitions; and a keen medical football team exists. However, zeal appears the strongest attribute the soccer men have at present as they have not yet won a match. But undaunted they keep trying.

Medics with the cup



Pictured here with the Athletics Cup are LMA Waghorn and LMA Wilson, together with the Sick Quarters Buffer, POM(E) Andrews.



That's the stuff! JMA Morgan look on while LMA Wilson dispenses his medicinal compound.

MORE ABOUT GANGES

Special qualification training for junior seamen from H.M.S. Ganges begins with an SQ familiarization visit to the Portsmouth area, where the boys tour H.M.S. Excellent, H.M.S. Dryad and H.M.S. Vernon for a practical insight into specializations.

The three pictures on the right, taken by NA M. Kordowski, recall a recent party's call at H.M.S. Excellent.



Seeing for themselves

HELPING THE JS. CHOOSE...

Life, to the teenager, must often seem to stretch ahead like a kind of obstacle course of decisions which will affect his whole future.

The boy who joins the Royal Navy starts off with the advantage that he must be the sort of chap who seeks travel and a challenge, and cannot visualize himself spending years in an office or at a factory bench. He'll be going to work for a long time, so he might as well enjoy it.

Having taken his first big decision to join the Navy, the next major question he has to answer is what branch or special qualifications in the Service will give him the greatest satisfaction and sense of fulfilment.

As a junior seaman at H.M.S. Ganges his early training is geared to give him every possible help in making his choice between such specializations as torpedo and anti-submarine, gunnery and radar.

After his first 14 weeks of

general naval training, including academic work and general seamanship, the junior seaman's special qualification training begins with an SQ familiarization visit to Portsmouth.

Accommodated for a week at R.N. Barracks, an average, each trip, of about 45 juniors, with two PO seamen, are able to tour H.M.S. Excellent, H.M.S. Dryad and H.M.S. Vernon for a practical insight into each specialization.

of the seaman's arts, supplementing as it does their classroom instruction, will help them to decide what they want to do.

And in all this welter of modern technology the fact that the Royal Navy is all about ships and the sea is not forgotten. Neither is its history.

The week in Pompey includes a visit to the Dockyard to tour Nelson's Victory and the museum, and to visit the duty ship.



Farewell gift

Holding the presentation made to him by juniors of Drake Division at H.M.S. Ganges, of which he was D.O., is Lieut.-Cmdr. M. T. Kaminski, who has now left for R.N. air station Lossiemouth. With him are PO Std Sid Perrin and LJAC Alan Johnson.



Dolphin visit

At each establishment the touring groups see the types of equipment they would use within that specialization when they go to sea, they learn of their promotion prospects and what educational courses would be entailed, and the type of work they would be expected to do at sea.

They also visit H.M.S. Dolphin where their introduction to the Submarine Service includes films, a look at the escape tank when available, and a visit on board a submarine.

A few of the juniors may have already made up their minds about their future in the Royal Navy — maybe because Dad or brother John was a radar plotter or perhaps a G.I. before them.

But the majority have open minds and the Navy hopes that this opportunity to try their hands at practical application



THE RUGBY ENTHUSIASTS IN ACTION



H.M.S. Ganges juniors' team in action in a couple of rugby matches: Left, it's "all go" in a line-out during the match against Earsham Hall School. Above, another enthusiastic line-out — this time during the game with Sir Charles Lucas School.



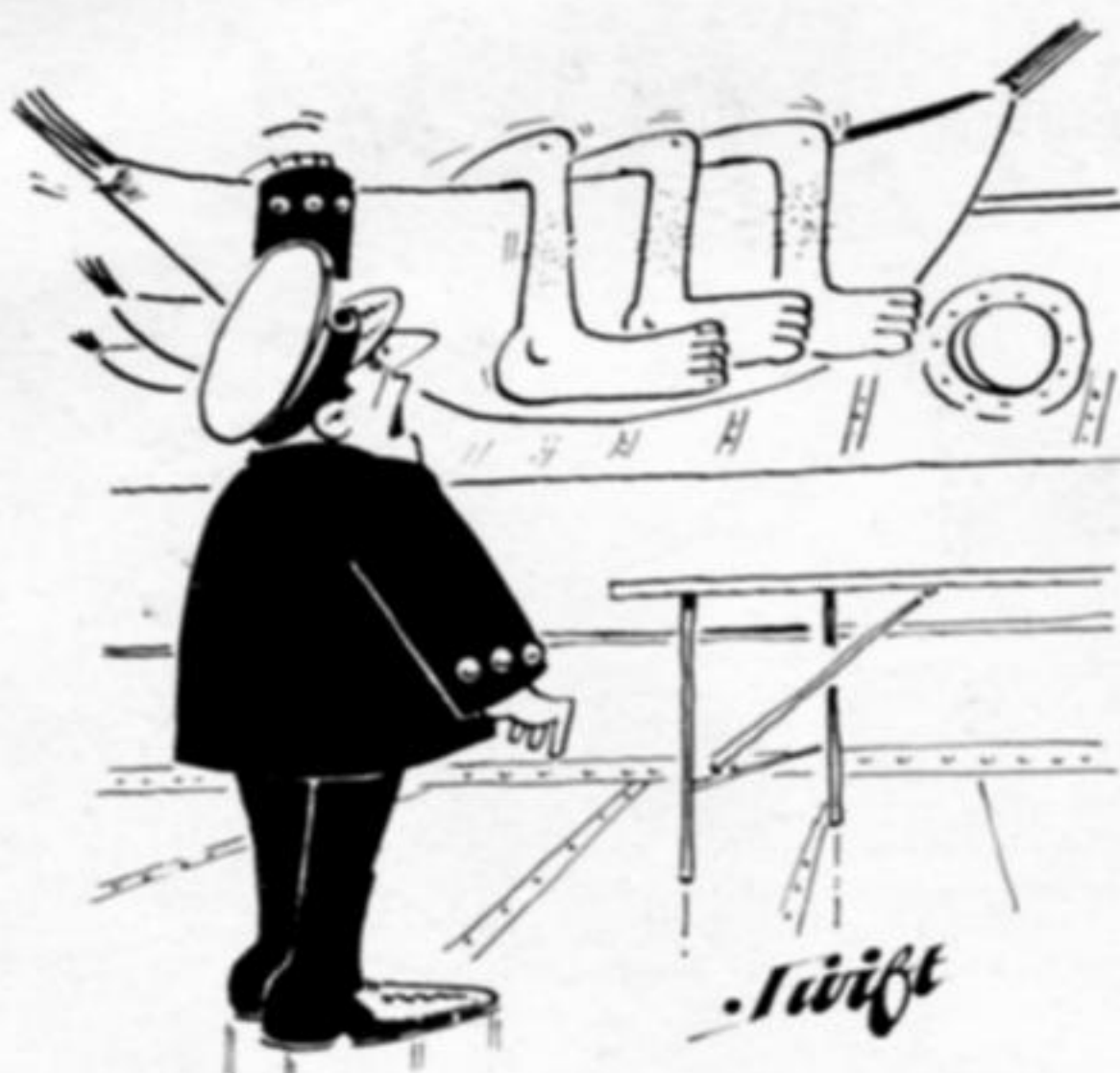
Doris

LAUGH NAVY



Swift

"I've just remembered — I'm going to the Far East for ten years!"



Swift

"Come on now, show a l . . ."



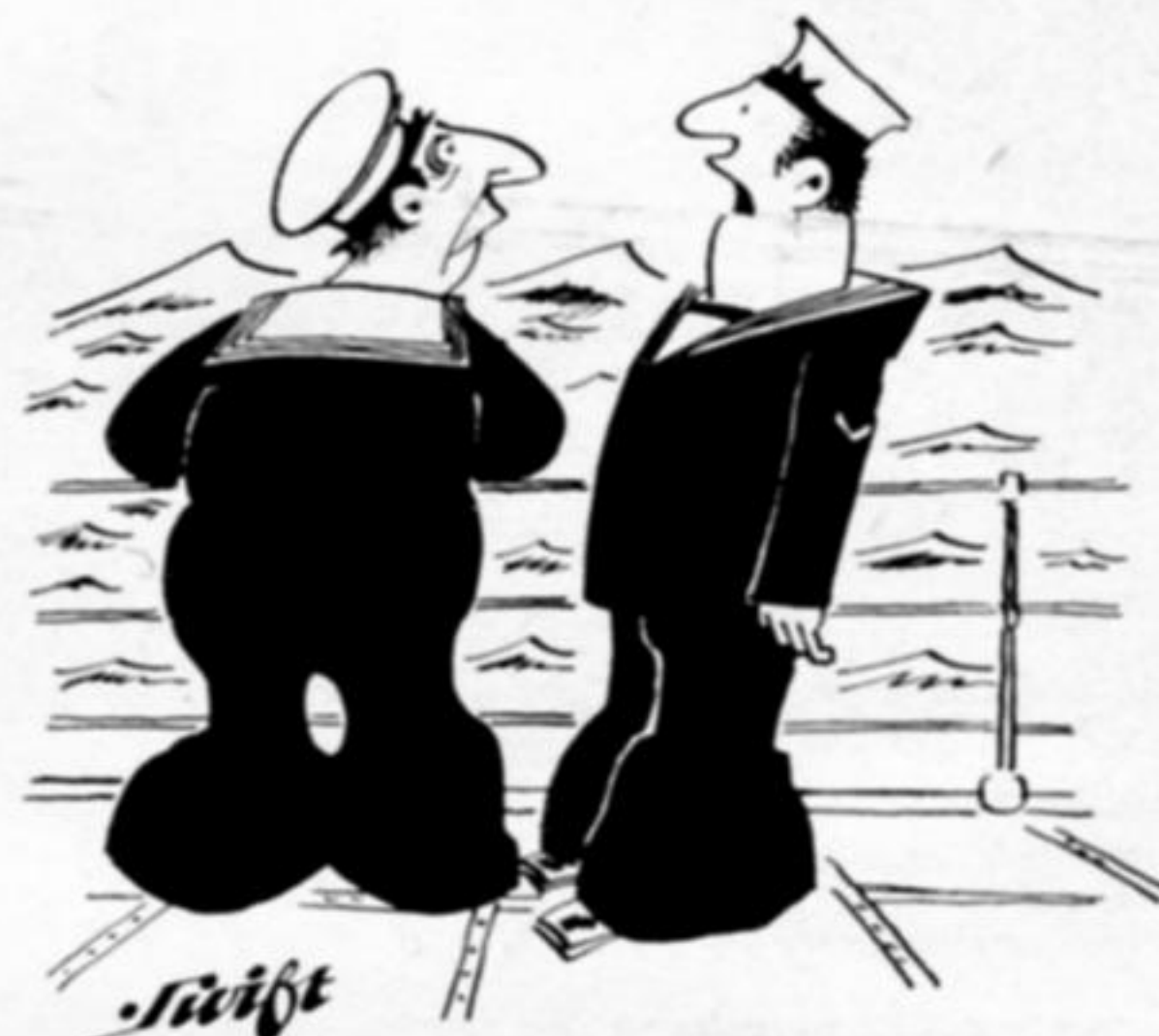
Doris

"Ignore him. He's just hinting he's been out here a long time."



Doris

"The whole world loves a lover. Why should your captain be any different?"



Swift

"Of course they were seasick pills I gave you. You've been sick 'aven't you?"

Dad's back!

It was a happy homecoming for LSA John Hering, of Portsmouth, when he arrived back with H.M.S. Hermione. Obviously very pleased about it, too, were daughters Michele, aged four (left) and five-year-old Louise.

Photo: PO Dave Morris

The globe-trotters recall

The Hermione globe-trotters — just under 50,000 miles between March and December, 1970 — visited Bathurst, Ascension Island, Port Elizabeth, Beira (of course), the islands of Farquar and Gan, Singapore, Hong Kong, Okinawa, three ports in Japan, Fremantle, Mauri-

tius, Simonstown, and Tenerife, during her travels. In her report the frigate compli-

ments the Royal Fleet Auxiliaries for their work, saying: "There will be many memories of our time in the Far East, but perhaps outranking them all is the magnificence of the afloat support."

"From an initial meeting with RFA Derwentdale off the west coast of Africa, we have been supplied with

fuel, ammunition, provisions, stores and clothing by units of the Royal Fleet Auxiliary.

"There are memories of our time with RFA Tarbatness around Japan and the Indian Ocean, culminating in the presentation of a suitably painted tar bucket, in memory of her nickname — by jackstay of course."

"Or perhaps a reminder of rendezvous-ing with RFA Pearleaf in the uncharted tracts of the Indian Ocean. Or of exercising with RFA Gold Ranger, that trusty work-horse of the Far East Fleet."



Relatives and friends greet H.M.S. Hermione as she arrives at Portsmouth after her "trip" of nearly 50,000 miles.

Cups won - by good taste!

At certain seasons there's cup fever in the galley as the men who cook up those five-star mess menus try to out-shine each other in contests like the Royal Navy Catering Competition.

Some of the galley sailors have been steering three-course voyages to success — with the result that there are silver cups among the crockery.

H.M.S. Collingwood has some champion chefs, and that is not simply the verdict of the gourmets among the Collingwood population.

TOPS IN WEST



With a succulent salad on view, Capt. C. A. W. Weston, Naval Home Command supply officer, presents the cup won in the catering competition by R.N. air station Brawdy to CPO. Ck. B. Hancock.

Brawdy cooks were top in the western area in which they competed against R.N. air stations Yeovilton and Culdrose, H.M.S. Royal Arthur (Wilts), H.M.S. Fisgard (Cornwall) and H.M.S. Cambridge (Devon).

Another team of cooks who received a trophy from Capt. Weston were H.M.S. Mercury's winners of the Portsmouth Command Catering Cup which was presented to CPO Ck. Ray Carfrae.

The Commander-in-Chief Naval Home Command, Admiral Sir Horace Law, called one December lunchtime to present — with his compliments to the chef — the trophy for the Royal Navy's general mess Catering Champions of the U.K.

The Collingwood catering team, headed by Cdr. D. A. A. Willis (supply officer), Lieut. A. Cathcart (catering officer) and Sub-Lieut. R. D. Handley (cookery officer), assembled in the dining hall for the presentation of the cup to CPO. Ck. Bryan Thwaite and CPO Caterer James Howard.

Then, as our picture (right) shows, the team reacted as cup winners should. Their smiles were almost as broad as the shoulders on which CPO Thwaite and the cup were borne triumphantly aloft.

The team had won the cup by preparing the sort of routine mid-day meal which tastefully fills out Service forms these days — a choice of boiled silverside of beef, sweet and sour pork, rechauffe Durham cutlet, fruit flan and cream, fresh fruit, and cheese and biscuits.

The catering competition was open to all R.N. establishments in the U.K., and each of the competition's four areas provided one finalist — R.N. air station Brawdy (Wales and West England); H.M.S. Neptune, the



Clyde Submarine Base (Scotland); H.M.S. Pembroke, Chatham (South-east), and H.M.S. Collingwood, Fareham (South).

The judges were led by the Naval Home Command supply officer, Capt. C. A. W. Weston.

WELL BRE(A)D ARK!

Here's an appetizing sample of what the Royal Navy means by its daily bread.

These are just some of the items produced daily by the bakery staff of H.M.S. Ark Royal. It's a far cry from the days of the ship's biscuit!

The cooks are (left to right): Ck. MacDonald, Ldg. Ck. Bevans, Chief Cook Greenwood, Ldg. Ck. Thorpe and Ck. Sparks.



Soccer man Mac takes a cup...



The Thompson Cup, awarded annually to the leading cook gaining highest marks on Petty Officers courses was won by Ldg. Ck. John "Mac" McKenzie, of H.M.S. Fulmar, the R.N. air station Lossiemouth.

Each year, about 130 leading cooks take the course at H.M.S. Pembroke, the R.N. Catering School.

"Mac," a 25-year-old from Bedlington, Northumberland, won a bronze medal at Hotelypia, the National Catering Exhibition, in 1966. Besides being a champion cook, he plays for the departmental soccer team which won Lossiemouth's inter-departmental shield.

... and another goes to a Single winner

If the way to a husband's heart is via his stomach there is every prospect of bliss in the household of 20-year-old Ldg. Wren Ck. Rosemary Anne Single.

In December she was presented with the 1969/70 Cooking Proficiency Cup by Capt. D. H. Frazer, Commanding Officer at R.N. air station Culdrose — and from Boxing Day Rosemary was to be Single no longer.

Rosemary, whose wedding was scheduled for her home town of Pollok, Glasgow, won the cup awarded annually to the naval cook, male or female, who gains the highest marks in cookery advancement examinations at the Royal Naval Cookery School.



INTERNATIONAL SANITY DOWN IN ANTARCTICA

Haggis with vodka

New Year celebrations down among the snow and ice of Antarctica offered such evidence of international sanity that dreamers must wish for the spreading of such spirit of friendship to other parts of the world.

British representation at the revels were from the Royal Navy's ice patrol ship, H.M.S. Endurance, the ship being anchored in Maxwell Bay, King George Island, at the northern end of the Antarctic Peninsula.

The anchorage was in sight of the Chilean base (President Frei) and the Russian base, Bellinghausen.

The bases are single-storey wooden constructions, comfortably furnished within, and full of scientific instruments for studying the earth's magnetic field, the weather, rocks, glaciers, etc.

The Chilean base is manned by their Air Force with a few

civilians, while the Russian base is entirely civilian scientists, led by Master of Sport of the Soviet Union, Igor Siminov.

The Endurance visitors, Chileans, and Russians "did the rounds" with a convivial mixture of vodka, wine, traditional food, "Hokey-kokey,"

"Knees up Mother Brown", haggis, and all.

A little earlier, "Round the Horn for Christmas" did not relate to a certain radio comedy series, but to the more serious business of attempting a rendezvous with round-the-world yachtsman Chay Blyth in his boat British Steel.

The Endurance left the accustomed environment with the Joint Services Expedition and one or two of their survivors on Elephant Island, and headed across Drake Passage, contacting Chay Blyth on the afternoon of December 23.

After exchanging information, photographs, greetings, and other seasonal requisites, the Navy left the lone yachtsman to his long trip across the Pacific.

In the first three days after arrival on December 4, men of the Endurance renewed acquaintance with a real slog (and with their own deep reserves of humour) in shifting 16 tons of equipment and stores from the forward hold to the flight deck for helicoptering ashore.

After that they settled down to ordinary hard work! Perhaps

Making a fuss of a penguin (somebody's beer can is hiding the bird) added a seasonable touch to Christmas Day for the ship's company of H.M.S. Endurance, stretching their legs ashore at King George Island.

Photography: Tony Dunning

they were helped by the interest and memories of calls at Buenos Aires and Port Stanley.

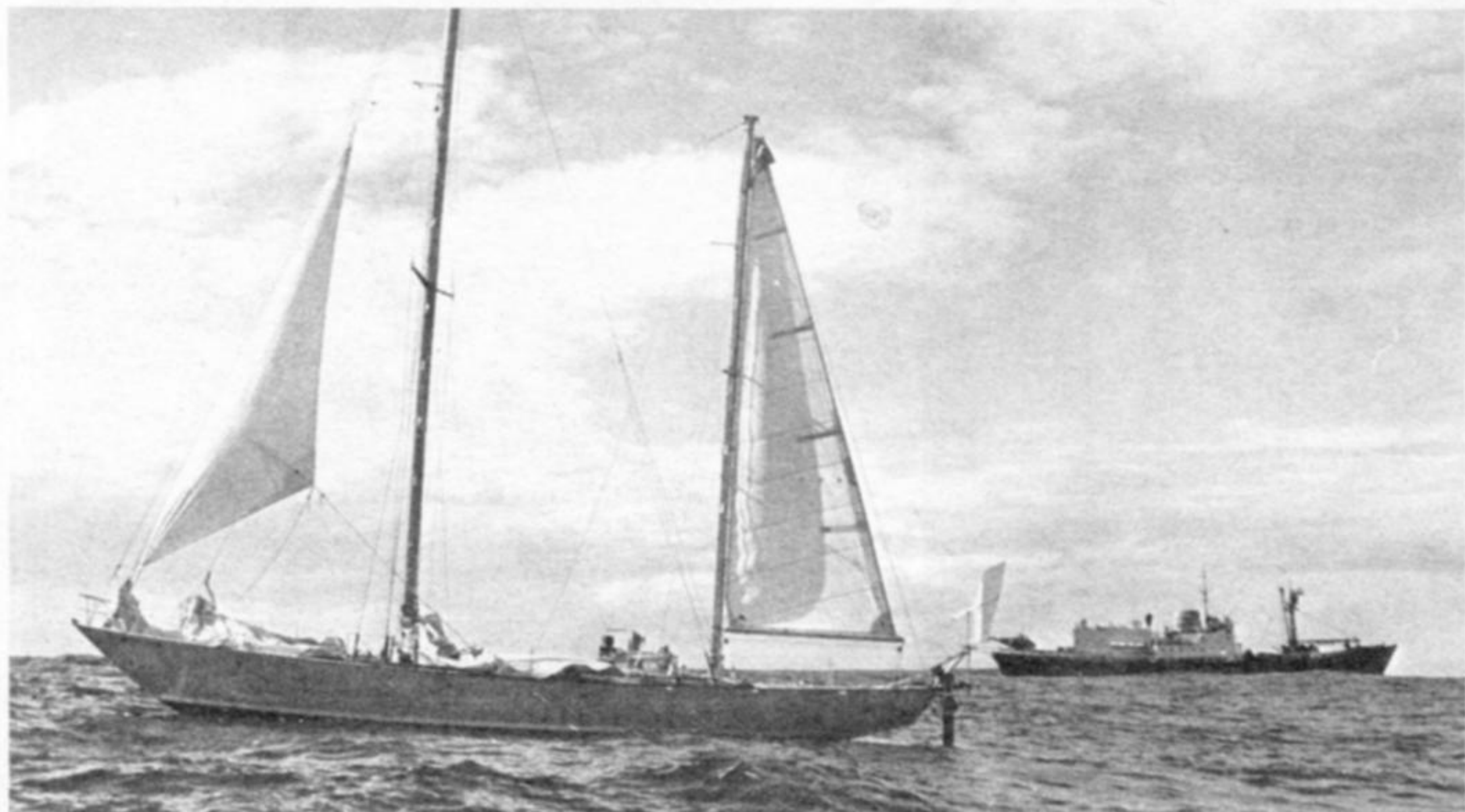
On Christmas Day the ship's company were grateful for the opportunity to pay their respects and compliments of the season to the local population of King George Island — Elephant, Weddell, and Leopard seals; Chinstrap, Gentoo, and Adelie penguins; together with numerous varieties of gull, petrel, and skua.

An isle of ice

Endurance helicopter (with survey bamboo pole attached) flying around a huge iceberg during operations off Elephant Island.



BLYTH'S SPIRIT OF ENDURANCE



Can this be the Horn? Chay Blyth's yacht British Steel, in the area of the fearful tales of storm and peril, rocks gently on a

calm sea for the meeting with the Royal Navy's ice patrol ship, H.M.S. Endurance. The position was 80 miles east of Cape Horn.

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A fine action shot of H.M.S. Ark Royal has won for Leading Airman R. Smart the Peregrine Trophy.

The entries reflect the opportunities for the Royal Navy's photographic branch to show their skill, and rising standard of technical competence and "nose" for a picture.

The list of awards is as follows —

Trade Activities. —1, Nuclear Welding, PO Morris, Victory; 2, L/A Stevenson, Blake; 3, PO Morris.

H.M. Ships. —1, Arran Heel, L/A R.

THE LIST OF AWARDS

Smart, Ark Royal; 2, H.M.S. Bulwark, CPO C. Robinson, Simbang; 3, H.M.S. Whitby, CPO Robinson.

H.M. Aircraft. —1, A Mystery Bird, L/A

R. Smart; 2, N. A. Weatherall, Ark Royal; 3, L/A Smart.

Recreational. —1, Taking the Strain, L/A Cartwright, Simbang; 2, PO Morris; 3, PO Morris.

Ceremonial. —1, Supercession Ceremony, PO Morris; 2, CPO Le Count, Jufair; 3, L/A Smart.

Free Choice. —1, The Killer Squadron, L/A Farrow, Blake; 2, N/A Casaru, Fulmar; 3, N/A Breuilly, Daedalus.

Colour. —1, SAR, L/A Dixon, Fulmar; 2, N/A Light, Ark Royal; 3, CPO Evers, Ark Royal.

Search and Rescue

The growing demand for colour, both still and cine, is a big encouragement to the Navy's photographers to use every opportunity in this exciting field.

But there are plenty of snags about colour, and the entries provide a good example of this.

A carefully-arranged indoor shot, with plenty of lighting in depth and lots of introduced colour, has a sharpness and clarity enhancing the attractions of this form of photography. The quick "news" shot demands much experience and technique to gain success.

The slab of red in this helicopter scene helped a great deal to give the picture "lift" and gain top marks in his class for L/A Dixon, but the general impression of the entries suggest that they are not yet up to the standard of the monochrome.

Trophy

The Royal Navy's m... rier, H.M.S. Ark Royal, at Devonport, provided photographers to get when she went on trials.

In this picture — A for L/A R. Smart both t Ships and the main Per on measured mile trials.

On a tight turn, t power to the picture, he



THE KILLER



Nuclear welding

There was everything here to capture the attention of the competition judges — the explosive effect of the welding flame contributing to the dramatic "science fiction" atmosphere — so splendidly caught through the camera of PO D. Morris.

This picture was first published as one of the illustrations for a Navy News feature last year on H.M.S. Sultan, Gosport, the Royal Naval School of Marine Engineering.

Behind the protective clothing welder is a stainless steel pipe — Ch MEA(H) Ivor Rogers.



TOP

winner

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their cameras clicking

urra! Heel — which won
the class award for H.M.
egre Trophy, the Ark is
off the Isle of Arran.
the foaming wake adds
pel by the angled shot.



ER SQUADRON



An unusual study for a Royal Navy photographer. This falcon is one of those used at the Royal Naval Air Station, Lossiemouth, to deter sea birds from the runways, where they can be sucked into jet engines causing danger and damage.

The situation has been enormously improved by the introduction of the birds of prey.

Cameraman L/A Farrow caught this falcon "making a meal of the job," and produced a fine study under the title "The Killer Squadron."

Taking the strain

Grunt, strain, and heave — the tension of all-out sporting endeavour is a "natural" for the keen cameraman, and seldom fails to find a winner in such circumstances as the rugby scrum or boxing ring.

Tug-of-war picture chances are probably not so frequent, but L/A Cartwright has made the most of the beef and brawn to fill his lense with "oomph."

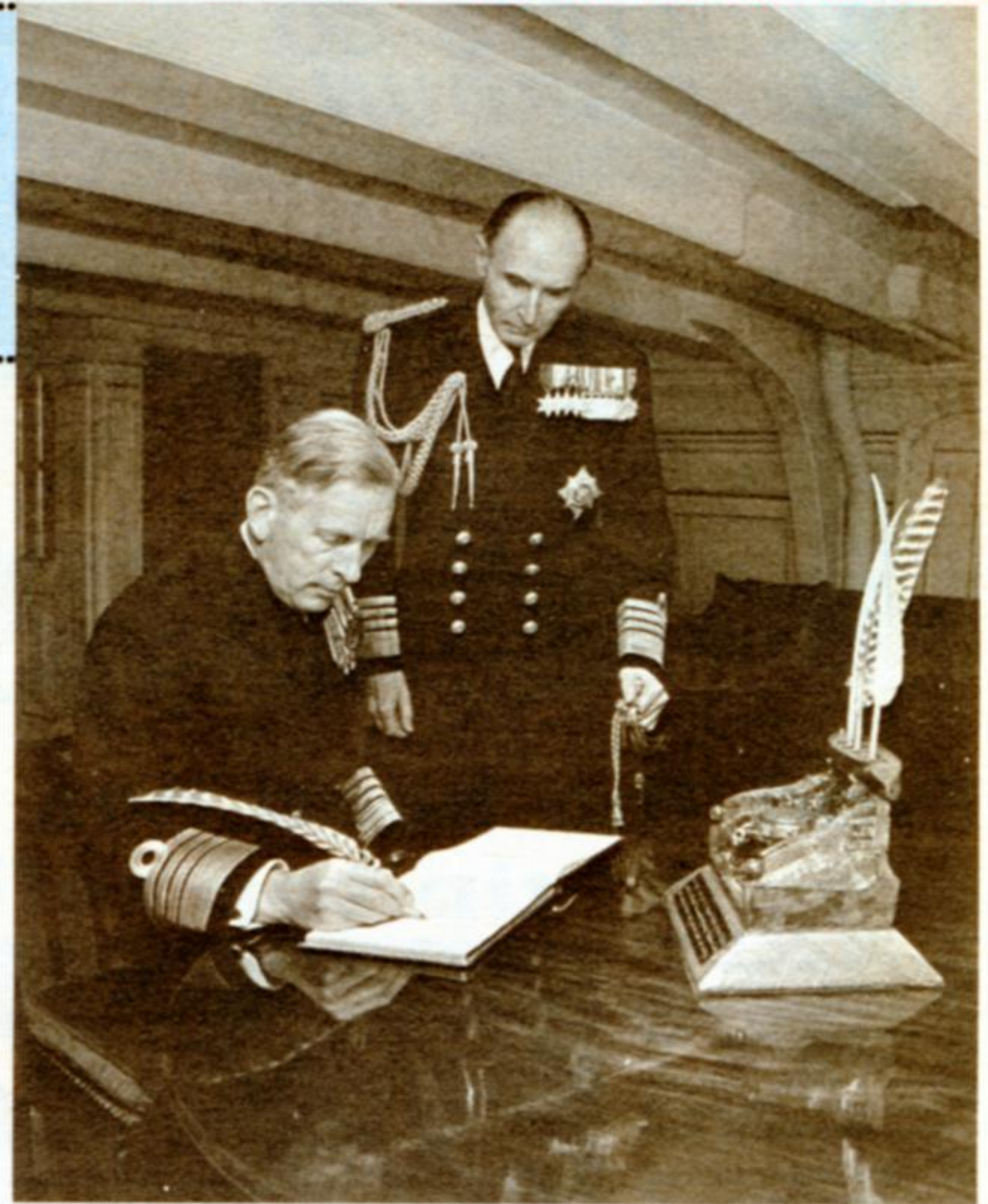


SUPERCESSION CEREMONY

All the dignity and sense of occasion on the transfer of top command in the Service is portrayed in this scene taken on board the Victory ship by PO D. Morris.

From the inkstand made of Victory oak, the new Commander-in-Chief Naval Home Command, Admiral Sir Horace Law, has taken a quill pen to sign the visitors' book, watched by the outgoing C.-in-C., Admiral Sir John Frewen.

Admiral Law has now taken over direct command of training establishments. (See page 1)



A mystery bird

Photographed through a microscope, a housefly has the horrifying appearance of a prehistoric monster, and there is a great similarity of effect in this shot of a Phantom aircraft by L/A R. Smart.

Titled, "A Mystery Bird," the caption could equally have suggested an insect, for there is a vague hint of a mosquito in this interesting frontal view. This is certainly a Navy "insect" with a mighty sting, the picture winning its place for the unusual impact of a foreshortened shot.



PHOTOS.

CANOEISTS GO UNDERGROUND

The Ark Royal's canoe club members "raft up" in Grand Harbour after a sea trip.



Fred the head has a tip top refit!

The minesweeper H.M.S. Monkton had water buffalo trouble when Fred the head became Fred the headache.

The Monkton, which does duty as the safety ship for Culdrose helicopters during night flying, reported that her figurehead, a stuffed water buffalo head known affectionately as Fred, had suffered storm damage.

The ship's request for assistance to restore Fred to his original condition got a sympathetic reception at the torpedo trials unit at R.N. air station Culdrose where Chief Shipwright Bryan Kelland spent his spare time for several weeks supervising the repairs which were largely completed with Isopon and glass fibre.

Then Fred was loaded into a Landrover and returned to H.M.S. Monkton alongside in Falmouth.

Water buffalo Fred has just had a 'headache' cure from Chief Shipwright Bryan Kelland — but he's still not the chap he used to be!



Bathing and canoeing — in the Inland Sea near the tunnel which leads to open water.

Ark men on the rocks

Three and a half miles north-west of Malta lies the rocky little isle of Gozo, and it was to this friendly place that H.M.S. Ark Royal's canoeists and climbers went by car ferry for a November week-end.

Using transport which included a service lorry, a hired car and a local lorry, they crossed the island to the Ta Dbiegi army camp loaned by the Devon and Dorsets for the week-end.

TUNNEL TRIPS

On the Saturday the canoes were carried down a mile of steep rocky track to Li-Qawra (the Inland Sea), a steep sided depression produced by subterranean passages caving in, which, through the years, has formed a large crystal-clear inland lake connected to the sea by a 170ft. long tunnel through the towering cliffs.

Around the water's edge are dozens of small boathouses owned by fishermen who use the lake as their harbour and go to sea via the tunnel.

The lake provided a good swimming pool and a safe place for newcomers to try canoeing, while more experienced club members ventured through the cliffs to the sea, with fishermen in their gaily painted craft.

The mountaineers walked and scrambled the rugged cliff tops, stopping to photograph the Li-Gebli Tal-General (the General's Rock) in Dwejra Bay, more usually known as the Fungus Rock

because of the mushrooms on it which were once thought to possess great curative powers.

North of Dwejra lies Lt Teiga (the Window Rock), a huge vertical sea rock capped by a massive block which is joined to the main line of the cliff, thus creating a large natural window.

Beyond, the steep barren cliff rises sheer for 200ft. and, at the remotest part of the island around San Dimitri Point, a friendly fisherman demonstrated the high altitude method of lobster fishing, lowering a baited pot into the deep water at the base of the cliff.

SIESTA TIME

At the village of Gharb there was an enforced wait for the end of siesta before refreshment could be obtained.

On the Sunday a strong north westerly wind blocked the Inland Sea tunnel with high waves, and the canoeists had a great time riding the surf in the lake. The climbers tackled the nearby limestone crags, and the walkers visited the beautiful Ta Pine church en route for another coastal tramp to the impressive fiord-like inlet of the Wied il Ghari and the rocks of Xlendi Bay.

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Two of Course 3B70's broadcasters
at work in the Radio Brighton
studio.



RADIO TAKE-OVER —AND TRAM TRIP

Slowly the 1881 vintage tramcar left a Denmead, Hants, garden where, for about 70 years, it had served as a greenhouse, and made its way to the old Army barracks at Hilsea, Portsmouth.

Ten days later sailors were entertaining Radio Brighton's 450,000 listeners with a programme which included an interview with Godfrey Winn, another with the Captain of H.M.S. Brighton, an underwater interview with a diver, and a family reunion for parents whose naval rating son was serving in Malta.

24-HOUR TASKS

The link between these two events is H.M.S. St George, the Navy's S.D. Officers' School, for they illustrate the diversity of tasks undertaken by candidates under the heading Operation Enterprise — tests on ingenuity, initiative and teamwork to

be completed in 24 hours.

The old tram, originally horse drawn, travelled a four-mile stretch of track in Portsmouth up to the turn of the century.

After its years as a greenhouse, Portsmouth Museum bought it for £50 for a planned transport museum, and nine St George candidates, with the aid of a dumper truck and trailer, transported it to Hilsea.

They were personally thanked by Portsmouth's Lord Mayor.

RADIO TAKE-OVER

It was Course 3B70 who, having decided that their original plan to startle the South of England by operating a radio station on the Nab Tower for their 24-hour task would be illegal, did a friendly take-over of Radio Brighton.

With producer, systems controller and link man in the studio, they deployed outside interviewers in Brighton, Chatham, London and Portsmouth, and assembled a programme to benefit Sussex listeners with Royal Navy affiliations, and entertain the remainder of Radio Brighton's listeners.

Their final preparations were filmed by a television crew, and the programme, introduced to the tune of "Three Jolly Sailors," went on the air on time.

NAVY ROLE TRIALS FOR HOVERCRAFT

The Department of Trade and Industry's newest acquisition, the BH7 hovercraft, which the Interservice Hovercraft Unit at H.M.S. Daedalus has been operating on handling and acceptance trials, is to be loaned to the Navy for role evaluation.

The BH7 is a medium sized, single engined hovercraft with a nominal gross weight of 45 tons, and is capable of overloading to 50 tons.

The engine, transmission, gearboxes and propeller are identical to those used in the larger SRN 4, and construction of the buoyancy tank and components such as the

fan are similar to those of the larger craft.

The BH7 has a maximum endurance of 11 hours under cruise conditions, but this can be considerably extended on operations as it can remain "on watch" without using the main engine.

It has a large cabin floor area of over 1,000 square feet, and accommodation and a galley so that the crew can live aboard for several days.

The wheel has turned full circle for the Royal Naval Air Station at Brawdy, where a handful of personnel are completing transfer to the Royal Air Force — the Service with which it began in February 1944.

First association with the R.A.F. only lasted until January 1, 1946, when it became H.M.S. Goldcrest as a tender to and diversion for the Night Fighter School at R.N.A.S., Dale, 15 miles to the south.

On occasions the station

BRAWDY: THE WHEEL TURNS FULL CIRCLE

had its own aircraft, including No. 811 Squadron, the only Sea Mosquito Squadron ever to exist.

By May, 1947, No. 811 exchanged their Sea Hornets, were renumbered 801, and later became the first twin-engined aircraft squadron to embark.

Five years of "care and maintenance" only ended with recommissioning as a full air station in September 1952, after which there was a

large building and modernization programme.

The first jet-engined Seahawk Squadron, No. 806 ("Ace of Diamonds") formed on March 2, 1953, and in 1956 the station acquired its first resident naval squadron — No. 727, which had the task of giving air experience to cadets from

the Britannia Royal Naval College, Dartmouth.

In the late fifties, the last Seahawk squadrons disbanded at Brawdy after disembarking from their parent carriers.

A reprieve from closure saw Brawdy very active from 1964 to 1970 fulfilling its three major roles, namely

Advanced Flying Training Unit, Airborne Early Warning Headquarters, and Naval Aircraft Support Unit.

Now it is farewell from the Fleet Air Arm to West Wales, and especially to the neighbouring town of Haverfordwest, which granted the Freedom of the borough to make the close relationship.

Everyone at Brawdy at one time or another contributed something to community relations, among the more

regular being the volunteer band and guards of honour.

Especially missed will be the three Whirlwind helicopters, with a record of 75 sorties to assist civilians in danger or difficulty.

The final phase in Brawdy's quarter-of-a-century as a naval air station began with the Government's decision in February 1969, to end the Navy's fixed-wing flying.

In Wales, the Fleet Air Arm will leave many memories — and a considerable number of ex-Navy families who have decided to anchor there.

LEARNING THE ROPES

Young man learns an old art: OS Graham Smith, who joined the Royal Navy at H.M.S. Raleigh in March 1970, and is now serving in H.M.S. Eagle, receives instruction from LS Barcroft in decorative ropework (coachwhipping and turkshead).



Can't wait for D Day...

Although Monday, February 15, is a day of national importance, for the ship's company of H.M.S. Minerva decimalisation will take a definite second place. The reason — D-Day is the date the ship returns to the United Kingdom after eight months abroad.

One of the highlights of her foreign spell was a visit to the British Solomon Islands, where an overpowering welcome was extended by the inhabitants, who greeted the ship in war canoes and provided tribal dancing.

After leaving Portsmouth the Minerva had called at Gibraltar, the Cape Verde Islands, Ascension and St Helena before a welcome week in Simonstown, with considerable South African hospitality.

"SPECIAL" SOCCER

After six weeks Beira patrol came a three-week maintenance period in Singapore, followed by the visit to the

Solomons, where the locals thrashed the ship's team at the islands' special brand of football — played barefoot on a sloping pitch liberally strewn with rocks.

The Minerva spent a week in Auckland and discovering a wide circle of friends (and several relations), after which followed a week's exercise off the North Island of New Zealand.

This was interrupted when the ship had to tow the New Zealand frigate H.M.N.Z.S. Waikato for 12 hours from the exercise areas back into

MINERVA WILL BE HOME FOR CHANGE!

Auckland after the Waikato had been damaged by fire.

TO AUSTRALIA

A week's visit to Dunedin in the South Island proved enjoyable, before the start of three weeks exercising in Australian waters, during which the Minerva visited Sydney, Bunbury and Fremantle.

The ship then returned to Singapore for three weeks from where, after Christmas, she started for home, with calls scheduled for Madras — the first British warship to pay a visit for five years — Simonstown and Gibraltar.

Waiting on the jetty to meet the ship at Portsmouth will, it is hoped, be the guide dog for the blind which the ship's company have saved up to "buy" by fund-raising efforts over the commission.

FALMOUTH'S BACK WITH THE FLEET

The anti-submarine frigate H.M.S. Falmouth recommissioned at Portsmouth on January 6 following a two-year modernisation in the dockyard.

This has included the fitting of a hangar and flight deck for a Wasp anti-submarine helicopter, equipping the ship with the Seacat guided missile system, an improved gun control system and better living accommodation.

The Falmouth was built at Wallsend and first commissioned in 1961. She has close associations with both the town of Falmouth and the Coldstream Guards. The latter started in the First World War with the eighth H.M.S. Falmouth when the then Lord Falmouth was Colonel of the Coldstream Guards.

The band of the Coldstream Guards played for the recommissioning ceremony, at which one of the chief guests was the Mayor of Falmouth (Ald. Bernard Smales).

FAMILY LINK

He presented Cdr. Jeremy Dreyer, commanding officer of the frigate, with a plaque showing Falmouth's coat-of-arms, and in return was presented with a ship's crest.

"We are very proud of our association with the ship," said the Mayor. "As far as we can check it dates back about 100 years."

Cdr. Dreyer is the son of former Second Sea Lord Admiral Sir Desmond

Dreyer, who attended the ceremony. He is also the grandson of an admiral — his grandfather, when Commander-in-Chief China Station, used the last H.M.S. Falmouth as his flagship and yacht in the mid-1930s.

The cake for the recommissioning ceremony was cut by Cdr. Dreyer's wife, assisted by JS Ian Evermy.

APPOINTMENTS

Ordnance Board post for new rear-admiral

Capt. H. D. Nixon was promoted rear-admiral on January 7 and will become Senior Naval Member of the Ordnance Board in succession to Rear-Admiral D. N. Callaghan in March. He will also hold the appointment of Vice-President (Navy) of the Ordnance Board.

Rear-Admiral Nixon is a former captain of H.M.S. Sultan and later took up the appointment of Director of Fleet Maintenance at Bath.

Rear-Admiral A. M. Power is to be Flag Officer Flotillas Western Fleet in succession to Rear-Admiral J. E. Pope in July. He has been flag Officer Spithead and Admiral Superintendent Portsmouth Dockyard since July 1969, and is a former commanding officer of H.M.S. Bulwark.

FLEET SUPPORT CHIEF

Rear-Admiral G. F. A. Trewby is to be Chief of Fleet

Support in succession to Admiral Sir Francis Turner in June. He has been Assistant Controller (Polaris) at the Ministry of Defence since August 1968, and previous appointments include commanding officer of H.M.S. Sultan and captain of the Naval Base, Portland.

Other appointments recently announced include:

Capt. R. S. McCrum, Danae in command, July.

Surg. Capt. W. M. Davidson, St Angelo May 10 and for R.N.H. Malta as Medical Officer-in-charge.

Cdr. H. G. Vere, Drake addl. for Hermes in command, January 11, and for duty with AS Devonport.

Lieut.-Cdr. J. J. S. Daniel, Opossum addl. February 15 and in command.

Lieut.-Cdr. P. L. Bryan, Okefet addl. January 25 and in command.

Lieut.-Cdr. J. Perryman, Nurton addl. March 1 and in command.

Lieut. H. L. Brazier, Aenas addl. February 15 and in command.

Lieut. S. M. Thorpe, Grampus in command, January 4.

Lieut. R. Trussell, Onyx addl. February 15 and in command.

Fawn and Fox

H.M.S. Fawn is having her winter lie-up before sailing for North Sea surveys in March.

On her return to Plymouth from the Caribbean, she was accompanied by sister-ship H.M.S. Fox, which had also been employed in the Caribbean.



Photo: LA Ian Hyden.

Some of H.M.S. Falmouth's cooks pictured with commissioning cakes — left to right Ck. Gamble, Ck. Carr and L.Ck. Fox. One cake was presented by the commanding officer to the Mayor of Falmouth to mark the recommissioning.

In memoriam

Laurence F. Wardle, Cdr. R.M. 17388, DPRORM, November 13.
Anthony R. Catt, Ch. R. E.J. P/MX.903798. H.M.S. President, December 16.
Henry T. Keefe, CPO. C/JX.146942. H.M.S. President, January 3.
John C. Don, LS. P/JX.371789. H.M.S. Victory, January 6.

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ROYAL NAVY'S AIRCRAFT

— No. 36

The Scimitar cut a dash

The Supermarine Scimitar was the first single-seat swept-wing fighter produced for the Fleet Air Arm. It was also the first capable of carrying nuclear weapons and reaching supersonic speed, which was obtained in a slight dive.

The aircraft was evolved to meet a requirement by the Navy for a single-seat shipboard day fighter. Type 525 was agreed on as the definitive version and a second aircraft — later redesignated prototype 544-WT854 — first flew in January, 1956.



This was followed later in the year by WT859 and WW134, the latter fitted with blown flaps, which were to become an important aspect of the Scimitar and its low speed handling.

The Government ordered 100 aircraft and the first, XD212, made its first flight in January, 1957. By August of that year, a trials squadron, 700X, had been formed at Ford, and less than a year later, in June, 1958, the first operational unit, 803 Squadron, was equipped with this type and they embarked shortly after in H.M.S. Victorious.

In the event, only 76 examples were built and these flew in front-line operational service for eight years, the last operational squadron being No. 803, which disembarked from H.M.S. Ark Royal in October, 1966. Scimitars were then relegated to Fleet requirement duties.

Fuselage of the Scimitar, which replaced the Sea Hawk, was constructed on the area-rule principle. Blown flaps, tested experimentally in the Type 525, became standard. The innovation introduced high pressure air flow over the top surface of the wing flaps, having the effect of

delaying the onset of airflow separation over the wing at high angles of attack and low speeds.

This was a great asset and enabled a slower approach speed to be made during carrier operations and greatly facilitated catapult launches of this heavy aircraft in low wind speed conditions. For example, one Scimitar was launched from a carrier anchored in Malta harbour.

The Fairey power-operated control system, the first to be fitted to a naval aircraft, made the Scimitar extremely pleasant to fly. The aircraft had provision for air-to-air refuelling and could be used in the tanker role.

In Paris show

Scimitars of 807 and 800 Squadrons put up an impressive display of aerobatics at the Farnborough Air Show in 1959 and 1961 and also appeared at the Paris Air Show.

In June, 1958, a Scimitar flew from London to Malta non-stop, a distance of 1,298 miles. Operational experience included Kuwait, Beira patrols and the Indonesian confrontation.

Squadrons equipped with the Scimitar included 700X Intensive Flying Trials Unit, 736, 764B, 800, 803, 804, and 807.

The Supermarine Scimitar — in 1958 one made a 1,298-mile non-stop "dash" from London to Malta.

PHOTO POSTCARDS

Photo postcards of this aircraft and others of this series are obtainable from Navy News, Dept. PC, R.N. Barracks, Portsmouth, price 1s. each (including postage), stamps or postal order.

A standing order for the supply of each new card on publication, for 12 issues, can be arranged on receipt of cheque or postal orders for 12s.

Albums to hold 64 Navy News postcards are 10s. each (including postage).

Other aircraft in this series are Walrus, Seafox, Skua, Albacore, Chance Vought Corsair, Fairey Barracuda, Grumman Wildcat, Fairey Swordfish, Avenger, Short 184 Seaplane, Seafire, Sea Hurricane, Osprey, Gannet, Wessex III, Flycatcher, Sea Vixen, Firebrand, Skyraider, Fairey III F, Sea Hawk, Sopwith Pup, Westland Sea King, Blackburn Dart, Westland Wyvern, Sopwith Tabloid, Sea Hornet, Westland Wasp, Sopwith Camel, Sopwith Triplane, Phantom F-4K, BE-2C, Wessex V and Sopwith Schneider.

Technical data

Description: Single-seat carrier-borne medium or high-level interceptor fighter, fighter reconnaissance or low-level nuclear strike aircraft. All-metal stressed-skin construction.

Manufacturers: Supermarine Division of Vickers-Armstrongs, Ltd., South Marston, Swindon, Wilts.

Power plant: Two Rolls-Royce Avon 202 turbojets, each of 11,250lb. static thrust.

Dimensions: Span, 37ft. 2in. Length, 55ft. 3in. Height, 17ft. 4in.

Weight: Loaded, 40,000lb. (approx.).

Performance: Max. speed, 710 m.p.h. at 10,000ft. Rate of climb, 12,000ft./min. Range, approx. 1,000 miles.

Armament: Four 30mm. Aden guns. Four Sidewinder infrared homing missiles. Four 1,000lb. bombs. Rockets (24 x 3in.).

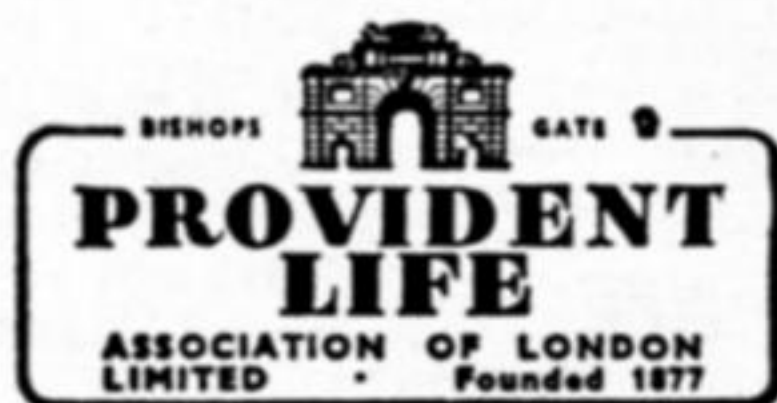


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NN2/71

'Diesel' Jones leaves his last sub.

Twenty-eight years' service in 16 submarines were commemorated on a sad day at H.M.S. Neptune when "Diesel" Jones left his last sub.

A stoker first class on war patrol in H.M.S. Satyr is a far cry from chief engineering mechanic with 10 years' nuclear programme experience, but

"Diesel" Jones reads the scroll which he also received when a presentation was made to him on leaving his last sub.

Photo: CPO Smith



FRIGATE GOES NATO

The Chatham-based frigate H.M.S. Lowestoft left on January 11 to head the NATO Standing Naval Force Atlantic, and the Medway towns are expecting to welcome the squadron and its 1,500 sailors in the spring. The Royal Navy flagship is proud possessor of the ex-cruiser

"Diesel" has taken it all in his stride and made many friends along the way.

A presentation gift, bearing a silver plaque naming all his submarines, was handed to him by the then Commodore (now Rear-Admiral) P. G. La Niece, Commodore Clyde.

Its subscribers were shipmates in the Polaris submarine H.M.S. Revenge and many other admirers in the Clyde submarine base.

Lowestoft's bell, which the port of the name has had "buffed up" at a cost of £140.

British entry into the Scandinavian helicopter market has been achieved by Westlands, who announce a £7m. order from Norway for ten Sea Kings.

For funds

King George's Fund for Sailors has made a grant of £3,000 to help with the modernization of the Trafalgar Services Club, Portsmouth.

A five-a-side football marathon at H.M.S. Daedalus, Lee-on-Solent, raised £169 for the Guide Dogs for the Blind Association.

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NN2/71

NAVY NEWS
DIARYA PAPER
CARRIER! *It's got wheels...*

Enter the Flying Fid (right) — the Navy's latest "carrier."

She's chain-driven, pedal propelled, has three "stabilisers" and a ship's company of one, and her "hull design" closely resembles that of an old fashioned ice cream tricycle.

But the "stop me and buy one" principle certainly doesn't apply here. The Flying Fid performs a vital

service carrying documents — not ices.

The trike was "commissioned" into service at Western Fleet Headquarters, Northwood, Middlesex, to carry documents from surface buildings on a 100-yard voyage to the underground bomb-proof combined operations room at the NATO strategic base.

The trouble was that the journey was not far enough to justify a spe-

cial motor vehicle, but too far to expect a clerk to carry mountains of files.

So Ministry of Defence operational analysis experts came up with this armoured addition to NATO's "fleet."

An officer said: "It is simple and it works, so why spend taxpayers' money on something more elaborate?"

Order
of the
Garter!

"Put her down... you don't know where she's been" is the chorus you might expect — from everybody around who were wishing they had been lucky enough to help the photographer pose his picture (right).

Looking somewhat unsure of himself in the close presence of such dazzling glamour is Midshipman Robert Davis, of H.M.S. Chichester, apparently using the ship's cap tally to confer the local Order of the Garter!

The lovely is none other than one of the famous Television Toppers, Janet Nicholls, appearing with the Black and White Minstrel Show in Hull, when H.M.S. Chichester was on a Meet the Navy visit to the port with H.M.S. Acheron.

The Toppers were among 30 members of the cast entertained by the two ships, and the delight can be imagined when Janet, and her dancer colleague, Margaret Hawthorth, arrived in costume.

Photo: Russ Whalley



'LIFT' FOR MONIKA



* Up in arms — and quite *
* obviously happy about it — is *
* actress Monika Dietrich, *
* enjoying an encounter *
* with the Royal Marines. *
* Miss Dietrich went *
* along to attend the *
* launching of the new *
* City of London R.M.R. *
* magazine The Reservist, *
* and found the Marines *
* weren't too reserved to *
* launch her too! *

Aiding the
sick and
blind

Newspapers often get inquiries from readers anxious to help charities by collecting such items as silver paper and old spectacles, but do not know where to send them.

One address is the Rev. G. C. W. Healey, R.N., St Andrew's Church, R.N. Barracks, Portsmouth.

He will be pleased to receive silver paper (washed) for Guide Dogs for the Blind; stamps, ordinary British (when cutting leave a quarter-inch all round) for the British Empire Cancer Campaign; and old spectacles, which can give sight to lepers in Africa and the Far East (they are checked by a qualified optician).

New 'gallery'
for Nelson?

Nelson's flagship Victory, centre of attraction at Portsmouth for hundreds of thousands of visitors each year, may in future be able to show them a unique portrait of the great admiral which is at present in the National Portrait Gallery.

Although it would mean a parting from Lady Hamilton whose picture now hangs alongside in the gallery, the magnificent Nelson portrait by Sir William Beechey, the only one in existence painted of the admiral from life, would find a nostalgic home in the Victory — possibly in Nelson's cabin.

After the portrait's owner, art dealer Mr. Hugh Leggatt, had let it be known that the painting would be withdrawn from the gallery if proposed admission charges came into being, the Commander-in-Chief Naval Home Command, Admiral Sir Horace Law — himself related to Nelson — wrote to Mr. Leggatt offering the Victory as a "gallery."

"We cannot hope to put him alongside a Romney of Emma, but perhaps the admiral will feel as elated by being in his flagship as he must now feel being close to his inspiration."

Mr. Leggatt thought it a "marvellous idea." So Nelson may be returning "home."

THE FLOOD
VICTIMS
REMEMBER...

"Man on the Spot" when the Royal Navy's task force took relief after the East Pakistan flood disaster was David McDine, the Fleet Public Relations Officer at Singapore.

In a message to Navy News with details of the relief, David added:

"When the figures are forgotten, the people of the Ganges delta will still remember the action of the young naval medic in trying to save the life of a woman with a gangrenous foot; the Marines who handed over their own rations to the survivors and went hungry themselves; and the Sappers who worked all hours God sent to put up a new — and better — school to replace the one swept away by the tidal wave."

A FRESH HORIZON FOR GIRLS

A new scheme just starting — join the W.R.N.S. without leaving home.

Suitably qualified girls can now join the Women's Royal Naval Service as Local Service W.R.N.S. to be Radar Plotters. After training at H.M.S. DAUNTLESS and H.M.S. DRYAD they will work at H.M.S. DRYAD, Southwick, but live at home.

They can take advantage of the normal recreational and social amenities of the Service. Pay and holidays compare very well with civilian life.

For the girl who would like to join the W.R.N.S. but does not wish to leave home — this could be the answer.

Anyone who is interested and wishes to know more about the scheme (including ex-WRNS and married women) should contact:

The W.R.N.S. Careers Officer
RN and RM Careers Office
41 Arundel Street
Portsmouth
PO1 1ND
Tel. No. Portsmouth 22694

Due for 'demob' soon?...

You're well equipped for a new career

Your life in the service has taught you to use your initiative and accept responsibility. Those qualities equip you for a new career with good pay and sound prospects. A worthwhile career with the Special Hospital Service.

This service runs hospitals for the mentally disordered, and has attracted many service men and women since the war. They find it uses their training and experience in a worthwhile way. They like the social life and the sense of working in a community. And they make very good nurses.

Although the nature of the illnesses demands special security, new methods of treatment now give nurses the satisfaction of seeing a steady flow of their patients slowly improve and of playing an important part in the achievement. There are three Special Hospitals, at Broadmoor in Berkshire, Rampton in Nottinghamshire, and Moss Side in Lancashire. A fourth is being planned. They will train you for professional qualification and pay you £336 more than the general nursing scale. (Up to £1,110 as a student and as much as £1,518 as a staff nurse). They also run post-certificate courses for qualified nurses.

There are houses to rent on favourable terms for married men and comfortable hostels for single nurses. The opportunities for promotion are considerable and will improve when the fourth hospital opens.

No job could be more worthwhile or more secure. For more information post the coupon now.

To: Department of Health and Social Security, Room 107, 151 Great Titchfield Street, London, W1P 8AD		
Please tell me more about Special Hospital Nursing in Lancs <input type="checkbox"/> Notts <input type="checkbox"/> Berks <input type="checkbox"/> <small>(tick whichever area you prefer)</small>		
Name _____		<small>(Mr/Mrs/Miss)</small>
Address _____		Age _____
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Douglas Grigson's job at Petters is worth around £200 more to him than any other he looked at.



Listen to Chief Petty Officer Douglas Grigson on the interviews he's had with various companies. "The fact that I was a serviceman, you'd think I'd crawled out from under a rock."

But then Douglas went for an interview at Petters Ltd., a Hawker Siddeley Diesel Company.

"For a start, they offered me around £200 more than any other firm I'd talked with," he says.

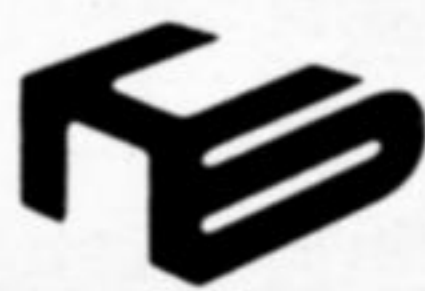
"And they treated me like a human being." So when Petters offered him a position as a trainee works study engineer, he jumped at it.

As his department is a relatively new one, he has a job with a lot of potential, giving him invaluable training and experience for his future in civilian life.

"I'd heard of the rat-race," says Douglas. But believe me, it's not like that at Petters. Everyone is really very friendly and helpful."

Douglas thinks a lot of his job at Petters. And Petters think a lot of Douglas. Which is why they are always ready to employ people like him.

There are all kinds of jobs your services training qualifies you for at Petters. Ask Mike Wheatly, our Employment Officer, to tell you about them. You can reach him at:



**HAWKER SIDDELEY
PETTERS LIMITED**

Employment Dept. 1,
Staines, Middlesex. Tel: Staines 51333



RESETTLEMENT

Places aplenty 'on the bench'

For the artificers, mechanics, and electronics boys, the Resettlement staff have little need to worry. For them there are jobs aplenty, including chances at the lower end of the management ladder. Even "at the bench," pay, bonuses, and the like add up to an income among the best of the artisan level.

For everybody who finds a bag of gold at the end of the rainbow, however, there will be ten whose prospects are likely to be a job in the range of £1,200 to £1,500 a year.

Begin again

That may well be far below what they have been receiving in the Service, and is one reason why a lot of people decide to go on for pension.

Too-old-at-forty does not apply to the naval pensioner, for whom there is a growing demand in industry.

The large number of ratings leaving the Service having no civilian equivalent to their work and experience face a number of choices.

They can opt for the no-problem avenues of security officer and the like, living modestly and probably qualifying for a second pension.

Or they can actively prepare for "the bowler" by



adding civilian qualifications to the qualities which employers will recognize have been acquired in their Service careers.

For such men with ambition, study (and GCE) is going to make all the difference. They will need to know all about the possibilities open to them, and seize their opportunities with both hands.

There is a backcloth to all this talk of Resettlement, painted in the calm beauties of the West Country or the chimneys and office blocks of industry and commerce.

'Muck' and money

"Where there's muck there's money" goes the Old Yorkshire saying, and this is especially true for men seeking a second career. The good administrative jobs are not to be found all over the country in equal profusion. Ambition is much less likely to be satisfied in the West

Country than in the Midlands or North.

But just a word of caution.

"I will go anywhere and do anything" is not the magic phrase which will necessarily open the door to the cave of treasure.

Such men can be the biggest problem of all if they have no clearcut notion of what they want to do, and have made no preparation for their new life.

The Resettlement people can only HELP men to make up their minds by giving all the information possible, indicating the training possibilities, and making known where there are openings.

The man himself must decide whether he wishes to be a night-watchman in Cornwall or run I.C.I. in Middlesbrough.

NO WAIT FOR 70%

Experience indicates that about 70 per cent. of the men and women placed are either in employment or in the way of employment by the end of their terminal leave.

Only 10 to 15 per cent. of these change their jobs within two years.

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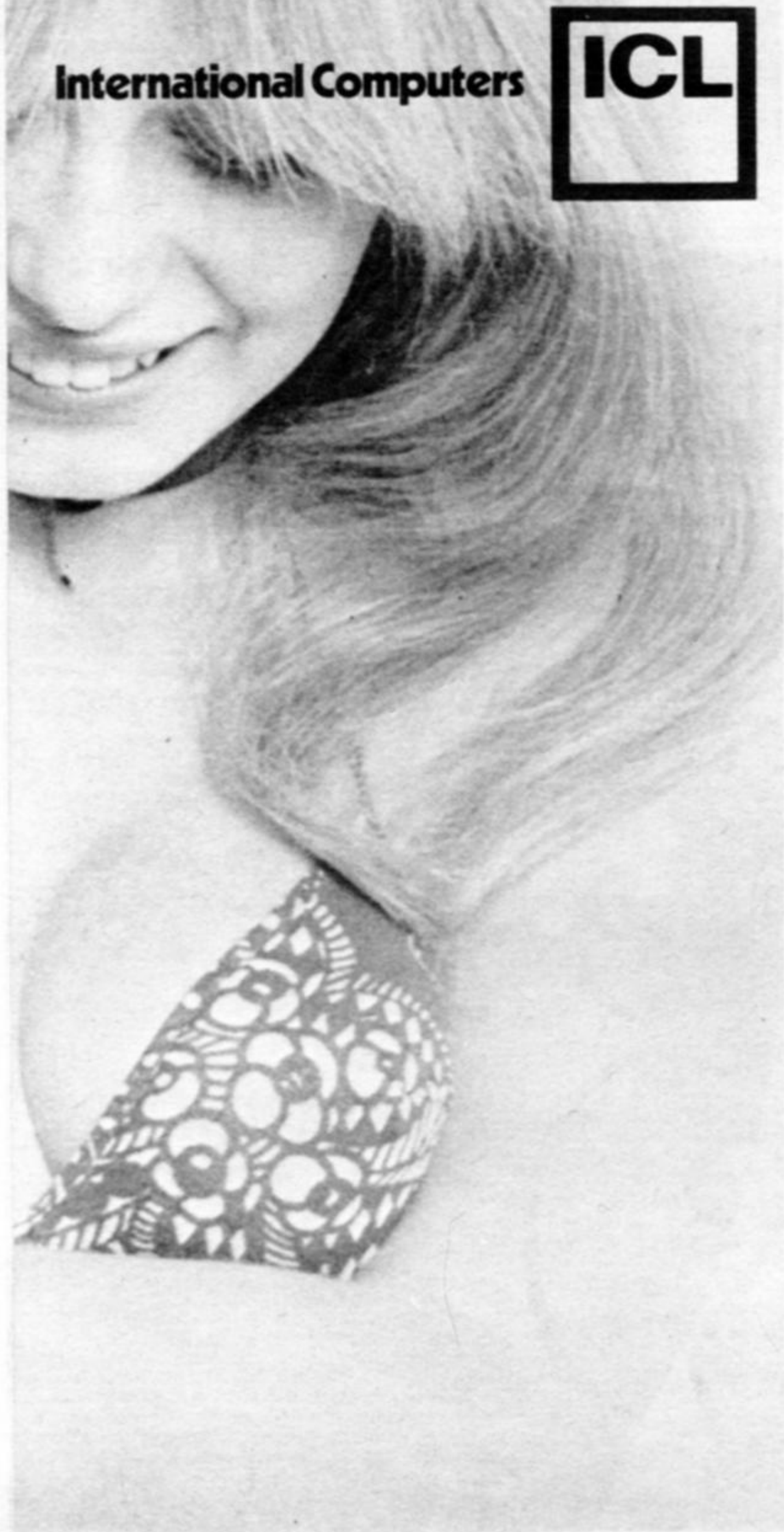
You'll take responsibility for highly sophisticated and expensive equipment; and you'll find that you're applying your knowledge and initiative to the full; and you'll be developing your professional expertise continuously.

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Write for more details—with some information about yourself—to A. E. Turner, International Computers Limited, 85/91 Upper Richmond Road, Putney, London SW15, quoting ref NN607C. Put this advertisement with the first one, and watch out for numbers 3 and 4.

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A trade union facility

A recent Resettlement survey conducted among 10,000 men who had fairly recently left the Services revealed that only 7 per cent. of them (one in 14) had joined a trade union before leaving the Service, making use of the facilities provided by the agreement between the Ministry of Defence and certain trade unions.

Full details of the scheme are always available in issues of the Services Resettlement Bulletin, which in its issue of No. 4 of 1969 gave details of the Service trades recognized by trade unions and of the unions to which such Service tradesmen could belong.

Issue No. 3, of 1970, gave a comprehensive article on the Trade Union movement.

Membership of a trade union can sometimes be an essential qualification for a job, particularly in the engineering trades, and men are well advised to give serious consideration to the facilities offered.

RESETTLEMENT

This is where your shipmates went . . .

Whatever happened to Chalky? . . . or Lofty . . . or all those other shipmates whose exploits come suddenly to mind when memories are jerked back over the years.

Men going to pension may sometimes get ideas for their own second careers by scanning the lists of where others have gone, and some interesting figures are given in the annual report of the Regular Forces Employment Association.

There are listed the types of employment found for the 10,683 ex-Regulars placed in 1969 — the latest figures available.

Just over 400 went to Service establishments and a hundred fewer to Government departments.

The Post Office continued to show great interest in ex-Regulars and to give them preferential treatment, a situation which was abundantly reflected in the job placings.

Many postmen

No fewer than 1,363 men donned postmen's uniforms, and of the total intake of 1,822, the Post Office Engineering Department claimed 265.

Nationalized industries attracted 245, hospital work, 97, and nearly 500 enrolled for industrial training.

Firemen, police, traffic wardens, and transport were the kind of jobs which drew nearly 400 to local councils, but it is employment in industry where there is "more of a complete change" — and more of a challenge.



"Something about you packing your bag and hammock because he is your relief, sir . . .!"

As might be expected, the heading of "manual workers" accounted for approaching 3,000 (1,329 of them skilled) with 757 clerical and office workers, 509 security and works police, 432 storekeepers, and more than 600 in motor transport.

More than 300 were placed as supervisory staff, and 375 are trying their hand as sales-

men, agents, and representatives.

One man became a diver, a dozen went into agriculture or forestry, 19 were under the heading "publicity and publications," and 104 fancied "radio and television."

Other placings were: Aircraft industry, 157; aircraft operations, 35; caretakers and watchmen, 73; catering and hotels, 219; commissionaires and messengers, 154; shops and distributive trades, 134; domestic service, chauffeurs, 35; Merchant Navy, fishing, etc., 39; and miscellaneous, 3.

A man is not always the best judge of his potential, especially in the civilian field where he has had no experience to guide him in a comparison "with the other runners."

Useful advice

The Occupational Guidance Service of the Department of Employment and Productivity sounds a somewhat weighty number, but it only means that in all the main centres of population specially trained officers will lend a sympathetic ear and give some very useful advice.

They won't find you a job, but you should know more about yourself and your talents after a visit.

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BOAC require fully trained and highly skilled radio technicians to work on their modern jet aircraft for the repair and overhaul of radio/radar equipment at London Airport, Heathrow. A high standard of theoretical knowledge is essential and at least five years' experience in radio maintenance. An approved apprenticeship is desirable.

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Full details concerning the conditions of service in the Company can be obtained by applying to **The Manager, Fleet Recruitment, BP Tanker Company Ltd., Britannic House, Moor Lane, London, E.C.2., telephone 01-920 6033.**

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5-day week of 36 hours effective work earning a starting salary of £1325 per annum if aged 27 or over on career salary-scale providing for annual increases, with additional paid overtime. Also eligible for Special Allowance of £84 annually on completion of training. Telephone provided for standby duties. Luncheon Vouchers.

If you have suitable experience and are looking for secure pensionable employment in an expanding organisation write for application form giving brief details of experience, age and present salary to: Personnel Officer (Recruitment), Cable and Wireless Limited, Dept. A101/235, Mercury House, Theobalds Road, London, W.C.1., or telephone 01-242 4433 Ext. 211.



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BOAC

Deaths of 'two great shipmates'

Happily enjoying the comradeship of the R.N.A. — this (below) is how the association will want to remember its national president, Admiral Sir David Luce (centre), who died on January 6.

Taken only in December, it indicates how sudden was the association's sad loss of its national president.

The occasion for the photograph was the official opening of Cardiff's new R.N.A. club, one of the last R.N.A. functions attended by Sir David. With him in the picture are Shipmates T. E. Davies (branch chairman) and P. Miller (secretary).



A DOUBLE BLOW FOR R.N.A.

Sadly, the Royal Naval Association has lost both its national president and chairman in the same month. The following tributes were sent to Navy News by a newly-appointed correspondent for the National Council.

It is with profound sorrow that we report the deaths of Admiral Sir David Luce and Mr. Eric Knight.

The national president died suddenly on January 6.

Sir David, who became President of the Royal Naval Association after the 1966 annual meeting, was greatly esteemed by all members.

His wisdom and guidance during a most difficult period in the affairs of the Royal Naval Association earned the respect of all members in general and the National Council in particular.

He was a great ambassador for the Association, travelling to most areas and many branches either as guest or reviewing officer.

He will be greatly missed at Annual Conference where his charm soothed many a hostile delegate.

SHIPMATE ERIC KNIGHT

Eric Knight died suddenly on January 17 only a week after he was re-elected for a third term as Chairman of the Association.

Eric, who was secretary of Herts. branch for over 20 years, was recently elected president of the branch. He had been a member of the National Council since 1958, representing No. 6 Area.

It was always a pleasure to have Eric around, and one could be sure that any task undertaken by him, be it for his branch or for the Association, would be well and truly carried out.

We mourn the loss of two great shipmates. May they be granted safe anchorage.

The Association was strongly represented at the memorial service to Admiral Sir David Luce at St Martin-in-the Fields, London, on January 20 by its vice-patron, Admiral Sir Charles E. Madden and Cdr. R. B. Chandler; and 10 members of the National Council.

Cardiff opens new club

There was a Welsh welcome for Admiral Sir David Luce when, accompanied by Lady Luce and the Secretary to the Council, Lieut.-Cdr. Leslie Maskell, he officially opened Cardiff's new club on December 5.

He pulled the first pint and was presented with a silver goblet by Shipmate D. H. Cobbold (treasurer), who also presented a bouquet to Lady Luce.

Shipmates from Barry, Cwmbran, Penarth, Pontllanfraith, Cheltenham and Frome attended.

Sir David and Lady Luce greeted many shipmates and spent some time with members of Pontllanfraith branch, led by Shipmate Nigel Wilson.

Cardiff branch invites other R.N.A. branches to visit the new club.

Sheffield chalks up 600% membership rise!

A membership increase of over 600 per cent. — how's that for enthusiasm and "productivity." It is the proud boast from Sheffield where, a year ago, only four faithful stalwarts were keeping the R.N.A. branch just alive.

Now, the branch has about 30 members, attendances are consistent, all posts are filled and committees complete.

At their annual meeting at the Prince of Wales Hotel, Division Street, on January 5, members were unanimous that this was the sort of achievement which should be publicised, and they appointed Shipmate S. Jacques as their liaison officer.

He says that younger branch members are doing a good job, and seem keener than many of the older hands "who just cannot be bothered to give us a chance."

The year brought visits to R.N.A. branches at Doncaster, Lincoln and Cleethorpes, and a dinner at the Companion Club, and the welfare officer helped two ex-Naval people through the R.N.B.T.

Extending a welcome to "all Naval types," and asking especially for news of local lads, Mr. Jacques, of 113, Lupton Road, Greenhill, Sheffield, S8. 7NF,

says: "The Sheffield branch is breathing, and with concerted efforts by all, the Royal Navy will once more be a household name in Sheffield."

Aldeburgh

Thirteen members attended a meeting to explore the possibilities of extending the area covered by the branch, thus increasing membership.

The vice-president, Shipmate George Ward, explained the idea, and a proposal by the chairman, Shipmate George Fisher, that, in future, the branch should be known as Aldeburgh and District Branch R.N.A., was unanimously accepted.

With the first meeting taking place on February 2, the branch planned to meet at the Leiston Works Athletic Association clubroom on the first Tuesday of each month.

Camberley

For the first time, officers of Sea Cadet Corps units in the district and officers of the Girls' Nautical Training Corps were present when 185 R.N.A. members and guests were summoned to dinner at the Camberley Civic Hall by buglers from Camberley Sea Cadet Corps.

Guests of honour were Shipmate George Coyne and Mrs. Coyne, and the guests also included members of Guildford R.N.A. branch.

Shipmate S. V. Head (branch secretary), proposing the toast to the association, spoke of its work to help serving and ex-serving people, and said there were over 300 branches throughout the world totalling just over 17,780 members at the last count.

Cheam

The 21 members at the Cheam and Worcester Park branch

annual meeting heard with regret of the resignation of their president, Mr. Richard Sharples M.P.

The chairman, Shipmate George Purkiss, reported a satisfactory year for the branch, which, said the secretary, Shipmate Len Favill, now had 46 members though meetings were not well attended.

The transfer to No. 1 Area, he said, had been a wise decision.

The treasurer reported that the branch was financially sound and profit was made from social events. Few calls had been made on the benevolent fund which was in a healthy state.

The winner of the Gangway Cup was Shipmate R. Merser, and officers elected at the meeting were: chairman Shipmate George Purkiss, vice-chairman Shipmate Ron Hagger, secretary Shipmate Len Favill, treasurer Shipmate Ron Bailey.

Lichfield

The days of such stage stars as Al Jolson were recalled when old time costumes and hats (hired from a theatrical agency) blossomed, along with sideburns and moustaches at an old time music hall at Lichfield R.N.A. club in December.

The Al Jolson act — by club member Harold Chance — was one of many contributions to the show by branch and club members. Resplendent in top hat and tails, Shipmate Gordon Joiner was master of ceremonies.

In the interval, bangers and mash, faggots and peas, prepared by members' wives, were served.

Rehearsals were held for three weeks before the show which was so successful that it is now planned to present it at Lichfield Guildhall this month for pensioners.

BRANCH NEWS

Newton Abbot

The recent social activity of this busy branch has included a shopping trip to Bristol for 53 members and friends of the ladies section and a dance, with the Christmas draw, attended by about 100 members.

The dance at the clubroom was organized by Shipmate J. Crookery and voted the most successful to date. The branch president, Shipmate Bill Langridge, won the first prize of £10.

These December events were followed by a New Year's Eve party when 80 members attended, and guests included two serving members from H.M.S. Ark Royal, two from H.M.S. Daedalus and one from H.M.S. Tyne.

Vice-chairman, Shipmate R. Hooper was M.C., and the ladies committee served refreshments.

A children's party was held at the club on January 9 when 60 children and grandchildren of members were the guests. Father Christmas (alias Shipmate Crookery) gave each child a present and a bag of fruit and sweets.

Another event on the programme was the tramps' supper organized for January 16.

Mrs. Gladys Waye, treasurer of the ladies section since 1961, died on January 5.

St. Helens

The branch's Christmas social was a memorable event, not only because about 300 people attended but also because of the activities of one shipmate who, dressed as an Arab straight from the Casbah, sold "dirty postcards."

The proceeds of his "dubious" endeavours, and from the sale of Gurkha tea towels, went towards the Gurkha appeal fund.

In fact, the name Gurkha was much in evidence as a montage of H.M.S. Gurkha, supplied by the Director of Public Relations (Navy) with the co-operation of

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the ship's commanding officer, Capt. Peter Cobb, was on display with the branch's Association crest.

St. Helens branch of the Burma Star Association and the local unit of the Sea Cadet Corps combined with the R.N.A. branch to ensure the success of the event.

The evening's climax came when the dancers were showered with hundreds of balloons.

Purley

Branch members, well represented at Headquarters and Area functions and meetings and socials, worked hard to make their Christmas fair a success, raising over £50 for the social funds.

The branch has said farewell to vice-chairman Shipmate Jarvis, who now lives at Bredbury, Cheshire. At a Royal Marines dance at New Addington, Shipmate Jarvis was presented with an R.N.A. car badge on behalf of Purley by the chairman of Croydon branch, and Mrs. Jarvis received a powder compact.

The branch dinner is on February 27.

Tables turned!

Only one point separated the teams when Stone (Staffs) branch won the No. 8 Area Memorial Trophy by 14-13 in the final at Bloxwich in December. Revenge was sweet for the Stone members because they lost the final the previous year against the same opponents — and by the same score.

Future events for Stone branch include the annual dinner-dance in March, and St Valentine's, Festival and Tra-falgar dances, as well as the usual monthly socials.



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R.N.A. 'extra'

CHANGE ANNUAL REUNION-IDEA

A suggestion for a change of venue and style of R.N.A. reunion is put forward in a letter from Shipmate C. Matthews, secretary of No. 10 Area.

Mr. Matthews says: "Dare we suggest that this event in our national calendar be taken to different areas, thereby giving all branches an opportunity to enjoy an excellent night out at a reasonable cost, and, at the same time, giving the Association the publicity which is continually being asked for."

36 BRANCHES

Mr. Matthews writes that during the last six weeks of this administrative year No. 10 Area will have inaugurated a further three new branches and re-formed two others, giving an Area total of 36 branches.

"We are often accused of 'stirring it' at Conference," he writes, "But, like all mate-lots, we 'drip' now and then but still get on with the job."

"Since the present Area Committee came together in January, 1966, our record is 11 new branches inaugurated, two branches re-formed, two save from extinction and only one branch lost — a good record, we feel."

REUNIONS

Captain Walker's Old Boys Association, composed of officers and men who served in the Second Support Group or 36th Escort Group under Capt. F. J. Walker in H.M.S. Stork and H.M.S. Starling, will hold its seventh reunion dinner on May 1. The secretary, Mr. E. Freestone, 6, Arrian Way, Rainford, Lancs., who will provide details, is anxious to trace some 200 who served in the ships mentioned, and would like to hear from anyone who served under the captain, especially in these two groups which sank about 25 U-boats during about three years of operation in the North Atlantic.

H.M.S. Sweetbriar reunion, May 15, at Streatham, London. Details — Mr. K. Horrax, Sweetbriar, 18 Knights Close, Maclesfield.

The R.N. Test Squadron at Boscombe Down is to be disbanded by May 31, and to mark the occasion it is proposed to hold a disbandment party on May 7. Ex-members of the squadron wishing to attend should write to: The Executive Officer, "C" Squadron, A & AEE, Boscombe Down, Amesbury, Wilts.

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BOOKS

AFT the most honour, forward the better man" thus did Lord Nelson pay tribute to the sailors he led. "A Mariner of England" 1780-1819 by William Richardson (Ed. Colonel Spencer Childers) is an account at first hand and from the point of view of an ordinary seaman of life in the Navy during the great period. 317 pages. 50/- post 2/- by return from: Conway Maritime Press, 7, Nelson Road, Greenwich, London, S.E.10 or from your bookseller. Free prospectus available.

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Men of the 'Tiddly Trim'

Six men who met each other for the first time aboard the Royal Navy's latest guided missile destroyer, H.M.S. Antrim, at Portsmouth on January 7, had something in common — they all served, at different times, in the old 10,850-ton Devonshire class cruiser Antrim which was in commission from 1905 to 1922.

The six, who knew the old cruiser as the "Tiddly trim," were Messrs. Fred Gritt (66), Bob Corbyn (78), Albert Gurr (73), Len Hare (84), Tom Townsend (77) and Bill Horton (79).

The commanding officer, Capt. H. W. Hollins, presented each with a pennant and a pair of Antrim cuff-links, and one of the things which particularly interested the veterans when they toured the ship after lunch was the bell which they had first seen in the "Tiddly Trim."

All smiles — and silverware — aboard H.M.S. Antrim.



References in Navy News to the R.N. and R.M. Gunners' Association have produced inquiries from people wishing to join and from former members returning. The secretary is Mr. Len Hance, 33, Romsey Avenue, Portsmouth, PO3 6DG.

Big interest at Wear

Like Topsy, the Thrift Club operated by Wear branch, Sunderland, has just grown — and grown!

Started as a wine club in 1967, it paid out £95 in its first year, £350 in its second, £780 in 1969, and in December, Shipmate Bell (Snr.) paid out £1,540 to subscribers.

Earlier that month the branch held a presentation night and a Christmas dinner for senior members, wives and widows of former members.

The presentation gifts included an electric clock to Shipmate W. Connley to mark his retirement after years of service as the branch's standard bearer, and a

silver tankard to Shipmate "Tug" Wilson, a serving member, for his services to the branch. Shipmate Wilson presented two shell cases to the branch from H.M.S. Caledonia.

The new president, Shipmate A. Edmunson, presented two ash trays to his predecessor, Shipmate S. Thubron, and then four life membership certificates to Shipmates Gledhill (chairman), Thornton, White and Flail for five consecutive years' service on the main committee.

The £33 cheque presented by

Shipmate Bell to the welfare officer, Shipmate White, for welfare funds, was interest from the Thrift Club savings.

Over 80 guests attended the Christmas dinner in the branch's concert hall when the senior members were each given £2 and the women guests received parcels of groceries.

The second reunion of the Yangtze River Gunboatmen's Association is at Kimbell's, Osborne Road, Southsea, on February 20 — details from Lieut. D. Toms, 34, Bath Road, Southsea (tel. Portsmouth 32462).

Calling old shipmates

Officers and men who survived torpedoing of H.M. ships Charybdis and Limbourne, October 22/23, 1943, asked to contact author Sam Clapp, Homelea, Rue Sauvage, St Sampson's, Guernsey, who is writing a book on the action off the Channel Islands. He hopes it will be "a lasting memorial to the bravery of the men concerned."

Shipmates Jimmy Lester and "Sky" Turner would like to get in touch with their "oppos" from 69 Mess, H.M.S. Renown (1939-1942), especially "Gulper" Addoo, Charlie Old and "Blondie" Howard. Any former shipmates can make contact by writing to Shipmate Norman Wilkinson, secretary of St Helens branch, Royal Naval Association, 6, Brookside Close, Prescot, Lancashire.

Pension plea — no success

At the British Legion's latest annual conference one resolution urged "representations on behalf of the widows of other ranks who at present are not entitled to ordinary widows' pensions because their husbands went to pension before September 1, 1950."

The Legion made representations but the Ministry of Defence, referring to an adjournment debate on July 23, 1970, confirmed there was no prospect of any change in the existing regulations.

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FIRST SHIP VIA NEW CHANNEL

The 3,400-ton Fleet attendant tanker R.F.A. Gold Ranger (Master, E. G. May) went to Brunei during a visit of the Sixth Mine Countermeasures Squadron, and became the first ship to negotiate a newly cut deep channel through Muara Spit to enter Muara Harbour. The channel had not yet been indicated on Admiralty charts.

To mark the achievement, the master presented a mounted ship's crest to the Director of Marine, Brunei, who said it would be hung, above a suitable inscription, in the new harbour offices being built.

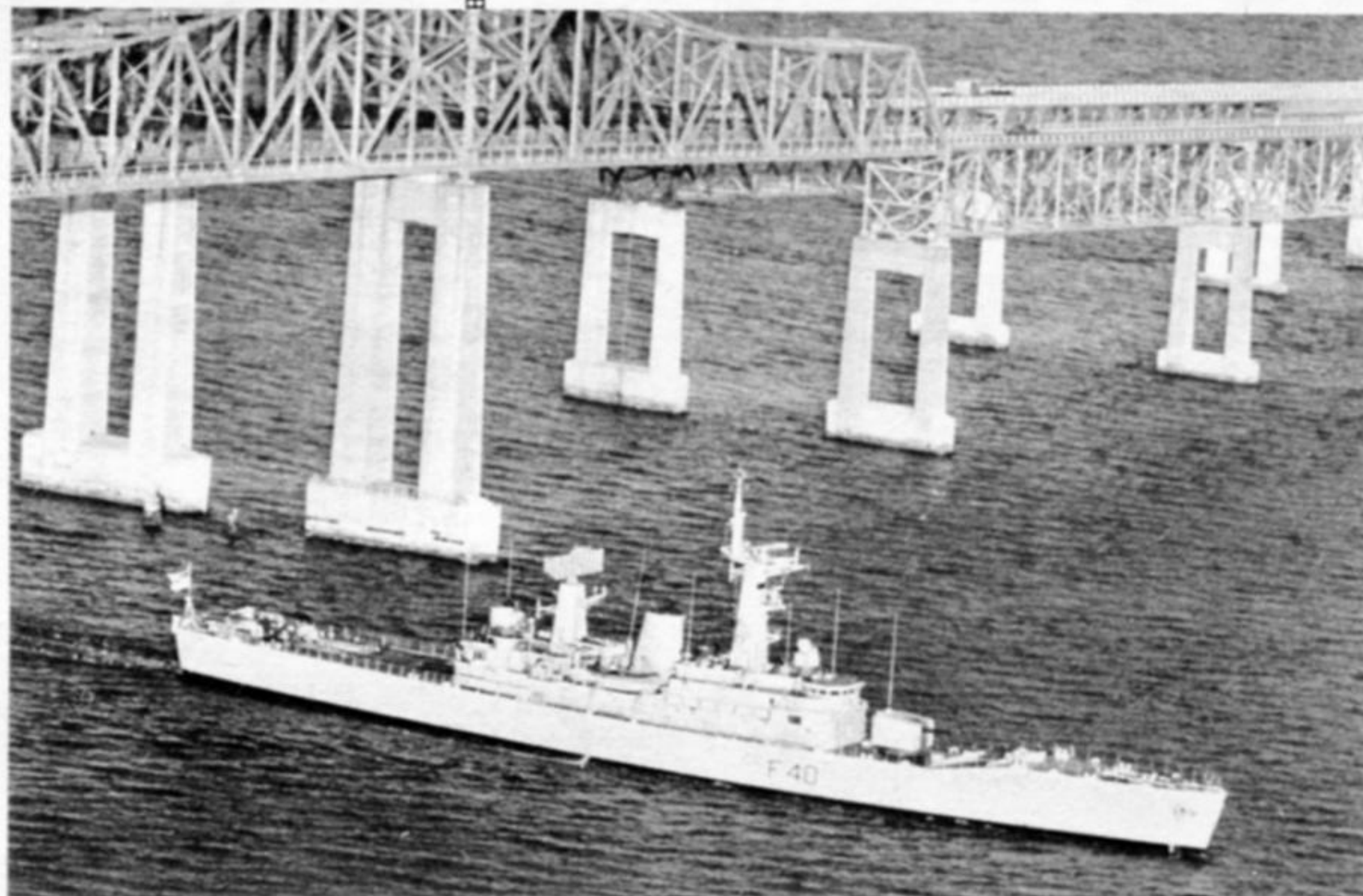
Busy 'Bees' find 'awful disclosures'

Mrs. A. J. Mellor, 4, Paignton Drive, Sale, M33 5HJ, writes that success has attended the "Navy Bees" search for Giraldu's books "Awful disclosures of a Blue-jacket," "Musings of a Merry Matloe" and "Merry Matloe Again."

In order to retain Giraldu's books, with their typical Navy humour, for posterity, the "Navy Bees" have sent the books to the Royal Navy Library at Plymouth.

SECOND SET

In thanking the readers of Navy News and those who gave encouragement and help, the "Navy Bees" are continuing their search for a second set of Giraldu's books, which they would like to present to Navy News, in the hope that extracts from time to time would show that his humour appeals as much to the "whiz-kids" of today's Navy as it has done to the "oldies."



"Their country and their Service can be proud of these men," said the local newspaper at St Petersburg, about the visit to the port by H.M.S. Sirius.

These "goodwill ambassadors," said the newspaper, played Santa Claus at a children's hospital, entertained patients at a veterans' hospital, held sports events, and escorted hundreds of residents and winter visitors over their ship.

LAVISH HOSPITALITY

From the ship, the report was equally glowing. "None of us has ever experienced such lavish hospitality," said the message. "We are extremely grateful to the people of this beautiful city for making our stay so enjoyable, although they haven't done our life-expectancy much good!"

When the Sirius returns to U.K. on February 11, there will be many memories of places visited, including the islands of Dominica, Tortola, and Grand Turk.

THAT SINKING FEELING

"Perhaps the brightest spot of the visit to Tortola was the sight of the officers, beautifully attired on the way to a rather posh cocktail party."

"One by one, the Captain first, others following in strict order of seniority, leapt gracefully ashore from the boat, and, one by one, the Captain first, others following in strict order of seniority, sank to the waist in four feet of flood water. Oh for a camera!"

On January 5 news was received that the captain of the motor vessel Marina needed medical attention, and the Sirius sent the doctor across by Gemini.

The medical officer, on his return to the ship, got drenched.

H.M.S. Sirius going under the Clearwater Bridge in St Petersburg Channel.

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GURKHA HEADS FOR THE SOUTH



Santa flies in 'Iron Chicken'

When Father Christmas attended a children's party at R.A.F. Old Sarum, he arrived in the Iron Chicken!

This is the title (taken from the children's TV programme "The Clangers") by which a Whirlwind Mk. 7 helicopter of the Joint Helicopter Development Unit is affectionately known.

The Iron Chicken is maintained by a naval flight at R.A.F. Old Sarum, the home of various joint Service establishments.

Well wrapped up for the weather, but keeping cheerful were LMA Geoffrey Kirk, of London, with his wife, Kate, and their three-year-old son, Carl, embarked in H.M.S. Gurkha for a families day to mark completion of a two-and-a-half year refit at Rosyth.

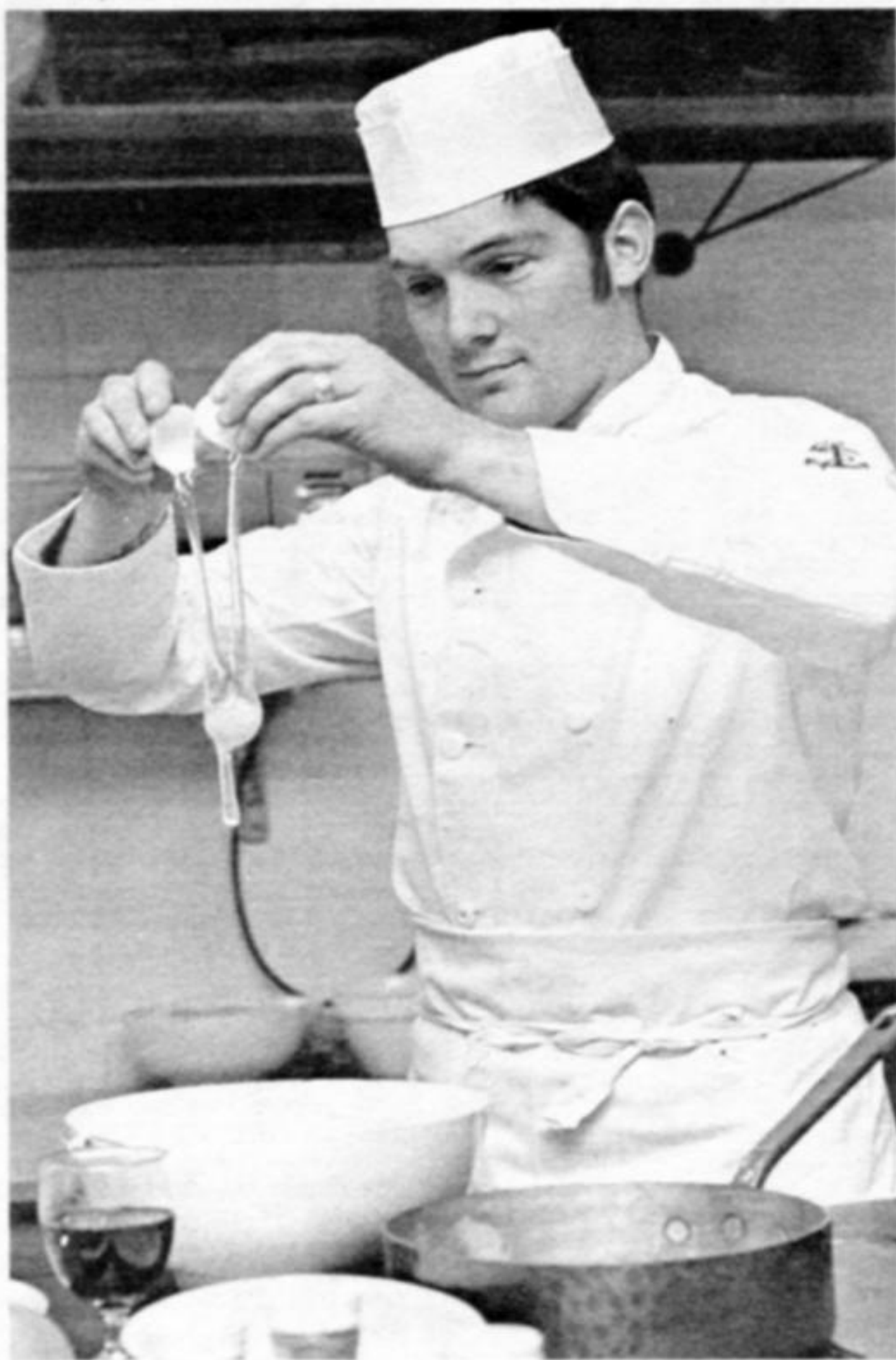
Later the ship sailed for the south - the first time she had left the Forth area since May, 1968.

READY FOR D-DAY

D-Day draws near and the Royal Navy is getting ready. It is Decimal Day (February 15), and tables and leaflets produced by the Decimal Currency Board are being sent out to the Fleet from the office of the Director of Fleet Supply Duties.

These include copies of the Board's explanatory booklet which has gone to every household in U.K. and which DFSD is sending to establishments abroad and to ships.

The quickness of the camera catches an egg yolk in mid-air as Leading Cook Vincent Parkes shows how an expert gets cracking...



Submarine Supporters' ties

Lieut. Christopher Dale, of H.M.S. Dolphin, presented Submarine Supporters' ties to members of the Marine Systems Division of Plessey Company during a visit by electrical officers undergoing submarine training at Dolphin who had been invited to visit the Plessey factory at Ilford.

The tie is awarded for outstanding support to the Submarine Service.

HIS SWEET CHOICE

When the frigate H.M.S. Danae arrived in the Thames on January 20 for a five-day visit, Leading Cook Vincent Parkes had the opportunity for a stay with his wife at one of London's leading hotels, the Britannia in Grosvenor Square.

The ship's call was part of the attractions of the Great London Fair, sponsored by the Evening Standard and Grand Metropolitan Hotels.

Vincent, who is 24 and works in the wardroom mess galley of the Danae, was invited by the Britannia Hotel to provide a dish of his own choice for its lunch-time guests on January 21. He decided to prepare a sweet in the hotel's kitchens.

The management also asked Vincent and his wife Margaret, whose home is at Pound Piece,

Hotel 'job' for Danae cook

Portland (Dorset) to be their guests for two nights.

At a Presentation to Industry aboard the Danae, selected officers and ratings explained their tasks to leading industrialists, who were received on board by Admiral Sir William O'Brien, Commander-in-Chief, Western Fleet.

During her stay in the Thames, the ship was floodlit. On leaving, boys from two London grammar schools took passage to Portsmouth.

A day at sea

Families of the ship's company of H.M.S. Norfolk spent a day at sea with their menfolk on January 11, having lunch and tea on board. Highlight of the day's programme was the embarkation in the Solent of the destroyer's Wessex Mark III anti-submarine helicopter. In this picture, well wrapped up to face the elements, are PO C.E.L. Brewster with his wife and child.

Picture: N.A. Green



Devonport greeting for Jupiter



Families and relatives were at Devonport Dockyard to welcome home H.M.S. Jupiter, which was returning to the U.K. after nine months in the West Indies and as Gibraltar guard ship.

OLD-TIME BAR WITH NAVAL THEME IS TOPS

The ancestry of 208 Squadron, which operates Hunters from R.A.F. Muharraq, is distinctly naval, as they are the direct descendants of No. 8 Squadron the Royal Naval Air Service, which was formed during the First World War under Squadron Commander — now Air Vice-Marshal — Sir Geoffrey Bromet.

For the last two years 208 Squadron have won the Billet Bar Cup at R.A.F. Muharraq. This Trophy, which is contended for annually at Christmas, is awarded to the unit showing greatest skill and ingenuity in constructing and decorating a bar, which is allowed to be operated out of working hours over the Christmas period, in the billet.

GREAT ACCURACY

208 Squadron chose a naval theme for their bar and with great accuracy, combined with a pleasant atmosphere, constructed a replica of an early 18th Century mess deck.

Wooden tables and stools, an artificially lowered deck head and sloping bulkheads reinforced with massive ribs, completed the illusion.

The bar was officially opened by Commodore Sir Peter Anson, Commander Naval Forces Gulf, who had obtained from R.N. Air Station Yeovilton a history of the squadron's early days which he read out.

One of its commanders was Major C. Draper, who after serving in the Second World War as a lieutenant-cdr

(A.R.N.V.R.) achieved some fame as the "Mad Major" when he flew under a number of Thames bridges to prove he was still a competent pilot at the age of 70.

After "commissioning" Vigilant — so named from the squadron's motto — with a bottle of champagne broken over the rudder in a ceremony more akin to a launching, Commodore Anson joined the Squadron Commander, Sq. Ldr. George Orde, and members of 208 for a drink.

In the picture Commodore Anson and Sq. Ldr. Orde congratulate the winners.



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STOPPER...



Experienced Navy middleweight champion Sgt. John Laing, who has stopped his opponents in his last three contests.

SPORT SPOT

Taking aim at the Army

The Royal Navy boxing team to face the Army in the first of the two C.S.B.A. team matches will be selected from 20 R.N. and R.M. boxers now training with Navy coach Col.-Sgt. Derek Evans at R.M. Barracks, Eastney, reports Puncher.

Home support for the match at R.N. Barracks, Portsmouth, on February 9 should lift the team's performance against a strong Army side which has two seasoned internationals and a member of the England A.B.A. squad.

Three of the Navy squad making come-backs after short spells out of the ring should add strength to the team. ME Peter Henderson, A.B.A. welterweight champion in 1965, who has been three years out, will be closely followed, not only by R.N. supporters but also by London clubs where he was popular before joining the Navy.

The return of the capable, experienced Cpl. Richard Hall will please his fans, and the reappearance of Mne Dave Cornish in the team for the pre-Christmas matches showed he has not lost any of his fighting spirit.

Regulars Gordon McAlonan, Peter Voce, Billy Gray and John Laing will be out to make an impression on their likely opponents in the C.S.B.A. championships in March.

The R.N. committee insisted that this "plum" match should be held at Portsmouth, where the team has always been well supported. Tickets can be obtained from the P.T. Office, R.N. Barracks.

PAIR AT "PALACE"

International light-welterweight AB Peter Voce (H.M.S. Cleopatra) was invited to an A.B.A. squad training week-end at the National Sports Centre, Crystal Palace.

He felt more at home with the 35 boxers when welcomed by Navy coach Derek Evans, who was helping with training.

Since his England debut

... GOER



AB Steve Cleaver, former Welsh junior welterweight champion, who became Navy champion, has left the Service and has won selection for Wales.

Like Bill Newton and Dave Burton, who have retired, he will be missed by the Navy team.

against Poland, Peter was selected to box against Wales, but Wales couldn't produce an opponent at his weight.

MUNICH HOPE

After the Crystal Palace training, London's Mickey Kingwell was selected to box against Ireland on February 3 with Peter as reserve — which is a pointer to the fitness standard the selectors require. If Peter is to hold his place in the England team a change of environment could help him to keep himself at peak fitness.

The A.B.A. is arranging week-end training every month to select the probable team for the Munich Olympics next year. We hope Peter will be able to prove himself as the number one before then.

IMPRESSIVE TRIO

Three of the R.N. squad were matched at the Airport Hotel, Crawley, and impressed an enthusiastic audience.

Sgt. John Laing followed his two quick wins for the Navy at Llandudno and Bath by stopping Tony Fenwick (Onslow A.B.C.) in the first round.

Cpl. Nobby Hall, in his first bout this season, stopped Londoner Tony Hicks at the end of the second.

Mne. Bill Gray lost a close points decision to Johnny Evans. Bill put the bearded Evans on the canvas three times, but the experienced London champion "stole" the points throughout a thrilling bout.

Fixtures

FEBRUARY

- 3 — Soccer: R.N. v. London University, Portsmouth. Boxing: A.B.A. v. Ireland, Croydon. Rugby: R.N. v. Hampshire, Portsmouth. Hockey: R.N. v. Cambridge University, Cambridge.
- 5 — Cross Country: Naval Air Command Championships, Lissiemouth.
- 5-9 — Squash: Royal Navy Championships, Naval & Military Club.
- 7 — Hockey: R.N. v. Hesperians, Portsmouth.
- 8-10 — Soccer: R.N. Inter-Command Semi-Finals.
- 9 — Boxing: R.N. v. Army, Portsmouth.
- 10 — Rugby: R.N. v. Oxford University, Oxford. Hockey: R.N. v. Oxford University, Oxford.
- 12 — Squash: R.N. v. Jesters, United University Club.
- 13 — Fencing: R.N. v. Army, Aldershot. Hockey: R.N. v. Western Counties, Brickfields.
- 14 — Hockey: R.N. v. Western Counties, Dartmouth.
- 17 — Squash: R.N. v. London House, London House. Hockey: R.N. v. Civil Service, Chiswick. Soccer: R.N. v. Civil Service, Portsmouth. Rugby: R.N. v. Civil Service, H.M.S. Ganges.
- 18 — Boxing: R.N. v. R.A.F., R.A.F. Wyton. Rugby: R.N. v. Cambridge University, Cambridge.
- 20 — Squash: R.N. v. R.N.V.R., Naval and Military Club.
- 20-21 — Badminton: R.N. Championships, H.M.S. Daedalus.
- 22-24 — Squash: Inter-Service Championships, Naval and Military Club.
- 24 — Soccer: R.N. Inter-Command Cup Final, Portsmouth. Hockey: R.N. v. Maidenhead, Maidenhead.
- 25 — Boxing: R.A.F. v. R.N., R.A.F. Wyton.
- 26 — Cross Country: R.N. Championships, Portland.
- 27 — Rugby: R.N. v. Harlequins, Portsmouth. Hockey: R.N. v. Bawdon, Eastney.
- 28 — Hockey: R.N. v. Brooklands, Portsmouth.

SGT. FRED FIGHTS FOR Gt. BRITAIN

The latest success for international judoist Sgt. Fred Cummings, of the Commando Training Centre, Lympstone, has been his appearance for Great Britain against Italy.

Fred, a Royal Navy and Royal Marines judoist who had already represented England, was presented with his Great Britain colours (right) by his commanding officer, Col. F. C. E. Bye.

A 28-year-old physical training instructor, Fred is training hard with hopes of being selected for the Olympics next year in Munich.

He comes from County Durham and has been 11 years in the Royal Marines. His judo titles have included Far East champion.

He and his wife Jennifer live in Exmouth.

Hong Kong gold — and bronze

Just about to fly through the air (below, right) with the greatest of ease is RO2(T) Rodney Gorman — with a little skilful help from LME Allen Hartshorn, who has won the gold medal in the heavyweight division of the Hong Kong Open Judo Championships.

In winning the medal, Allen (right), of H.M.S. Bossington, based in Hong Kong, was upgraded from green to brown belt.

Rodney also did well in the tournament, winning the bronze award in the heavyweight junior championship. A blue belt judoist, Rod had been practising for just over a year.

I.C. Cup contest to be scrapped

This season is probably the last for the Inter-Command Cup soccer competition as it has been decreed that, owing to movements between commands and areas, the competition is now unworkable and unnecessary.

Most commands already have ways of developing players from unit football to the full Navy side, and the I.C. Cup also becomes unnecessary as an aid to Navy team selection.

This year, Plymouth, often wooden spoonists, have extended their team selection into the command's Scottish area, and, with several practice games, should be worthy contenders for the trophy.

The holders, Royal Marines, will have to pull out all the stops. Their match with the experienced Air team should be

close, and the final on February 24 should be a worthy climax to R.N. command football.

Thinking must go ahead, and as much as we may dislike changes and the passing of some soccer ventures, so long as the R.N. can give a good account of itself in the Inter-Service Tournament, and units can establish themselves in the Navy Cup, the loss should not be too heavily felt.

February 8 — Portsmouth v. Plymouth; February 10 — Royal Marines v. Air (both at Portsmouth).



MORALE BOOSTING WIN FOLLOWS THE BREAK

Reopening the season after a long Christmas break, the Royal Navy soccer men scored a morale-boosting 1-0 win over the Amateur Football Alliance at Beckenham on January 21.

The Amateur Alliance is the country's oldest association for amateur football, and covers all the banks and insurance companies, writes Benbow.

It is a keen and experienced association well able to compete against the best amateurs in the land. Before meeting the Navy the team played five games this season without defeat.

The match was played on the excellent Midland Bank playing fields, and playing against a strong wind in the first half the Navy managed to contain the Alliance forwards and turn round with the score at 0-0.

NEWCOMER SCORES

Immediately on resuming the Navy got on top and played quite good football. Mid-way through the half Jones of Collingwood, a newcomer to the Navy XI, scored a well taken winner. The result was gratifying because, after the

long lay-off, the Navy survived a panicky quarter-hour in defence to settle down and play well as a team.

New boys to the R.N.F.A., Patterson and Jones, played quite well, and the recall of Atkey into the middle line was a success.

With few games remaining before the Inter-Service Tournament, the team must settle down and meld quickly for there is little time for further experiments.

Coaches Johnny Ellis and Denis Probee are doing wonders with developing and improving players in the squad though they would welcome 100 per cent. training attendance and more time with the squad to develop skills and techniques.

After the match on January 31 at Plymouth against the West Devon Sunday League, remaining Navy fixtures include London University (February 3), Civil Service (February 17), both at Portsmouth,

and Essex Co. F.A. in London (March 2).

It would be great to beat all these teams, especially Essex who will probably field several internationals. The other games are well within reach — indeed, unless these sides are beaten preparations for the Inter-Service matches on March 10 and 17 will be somewhat tense.

OPTIMISM

On present evidence the sailors are in with a good chance. The R.A.F. have won most of their matches, although they lost to the A.F.A. The Army are also doing well and seem to be the team to watch most carefully.

They have a long fixture list and play the game rather hard.

But I am convinced that the Navy is capable of bringing the Constantinople Cup back to R.N. Barracks, Portsmouth, for the first time since 1965-66.

And it is to the Commodore's Office Block, R.N. Barracks, Portsmouth, that the R.N. Football Association has moved its offices. There is no change of secretary (Lieut.-Cdr. John F. Ennis) or telephone number (Portsmouth 22351, ext. 22671).

WITH THE YACHTSMEN IN MIND...



Blow yourself up—for safety

This photograph (what they call a "blow up" in the trade!) seems to illustrate the lengths to which a chap will go to get close to a pretty girl.

But who in the world could blame a chap when the girl is as pretty as dancer Sylvia Konyot, and together they are performing the useful task of encouraging people to wear lifejackets or buoyancy aids when sailing.

In more formal terms, Station Officer Eric Hartley, of Clacton-on-Sea Coastguard Station, was supervising the buoyancy requirements of Sylvia's Coastguard-approved lifejacket during a demonstration of lifesaving aids.

Since there are many yachtsmen in the Navy, we thought the advice might be worth passing on. Anyway we thought the picture might be appreciated!

Top yachtsman 'signs on'

Yachtsman of the Year Edward Heath — who also happens to be the Prime Minister — was a welcome visitor to the Royal Navy stand at the Boat Show, where he is seen signing the visitors' book. Another distinguished caller at the time was the First Sea Lord, Admiral Sir Peter Hill-Norton.



ERA Peter Colclough receives the Vice-Commodore's Cup from Mrs. Mary Sex at the R.N.S.A. reunion party.

TROPHIES FOR TWO SAILORS

Two young ratings who won major awards for outstanding performances under sail in 1970 received their trophies on January 8 from Mrs. Mary Sex, widow of Cdr. Tim Sex, one of the Royal Naval Sailing Association's best known offshore helmsmen, who died a year ago.

The awards were presented during the R.N.S.A.'s reunion party in the Empress State Building in London.

ERA Peter Colclough received the Vice-Commodore's Cup for outstanding performance in Service and Inter-Service dinghy sailing during the season. He sailed in the Navy Bosun team several times.

CREWING TROPHY

The Erroll Bruce crewing trophy, which was given by Cdr. Bruce for the best crewing record by a young R.N.S.A. member during the season, went to NA David Thompson.

David, who only recently joined the R.N.S.A., crewed Griffin II from U.K. to Malta. In this yacht he took part in the Middle Sea Race with CPO Roy Mullender as skipper, and they won the other Erroll Bruce Trophy for the first R.N.S.A. yacht, on corrected time, in this 600-mile race.

NIMROD LOOKS AT...

For this month's notes from the R.N. Singapore Rugby Football Club and Devonport Services R.F.C. I am indebted to Surg. Lieut.-Cdr. P. H. Bolderson and Sub-Lieut. John Hudson.

These clubs play a great part in providing rugby facilities, and naval players are always grateful for the opportunities such clubs give wherever they are serving.

Devonport Services is, of course, among the best known clubs in the West of England and, although the number of players in the West is not so great as in past years, the club maintains a reputation and tradition for sportsmanship and play.

In the Far East, the R.N. side has always played attractive and entertaining football and does much to focus the Navy contribution to rugby in that part of the world.

SPORTS SHORTS

The Royal Navy played good rugby against Blackheath on January 21, scarcely deserving to lose 3-9. The Navy score was a penalty goal by Fabian.

Portsmouth won the R.N. Women's Inter-Command Netball Championship at R.N. Barracks, Portsmouth. They defeated Air 30-26 on January 20, and Plymouth and R.M. 22-12 next day.

A last-minute goal saved Glacis F.C., the Rock champions, from their first defeat in two years when they met H.M.S. Ark Royal in Gibraltar. The sailors were leading 3-2 until the Glacis skipper completed his hat trick in the 89th minute.

At Hurlingham the Royal Navy lost 2-3 to the R.N.S.R.A. at squash on January 8. Lieut. R. M. H. Bawtree lost to P. G. Kirton 1-3, Lieut. W. M. Caswell lost to J. M. Benson 0-3, Lieut.-Cdr. H. L. Rump lost to R. A. B. Gowland 2-3, Lieut. M. Sant beat A. A. T. Seymour-Haydon 3-0, Lieut. M. Boyce beat A. P. Pellew 3-2.

... Rugby far west

-AND MUCH FURTHER EAST

This season R.N. rugby in the Far East has suffered with players being away from the station. Either 40 or 42 Cdos R.M. have been away, taking a large pool of players of R.N.(S) standard.

This, coupled with the absence from Singapore of H.M. Ships Triumph and Forth for fairly long spells, has given little opportunity to build a Navy side showing the same consistency as last season's XV.

The Pakistan disaster also sent promising players away on duty during preparation for the Inter-Service Championships last month.

The side's skipper is Lieut. Simon Julien R.M., an experienced Corps wing forward from U.K.

ISLAND'S BEST

Outside half, Lieut. Chris Tuffley, attached to 847 Squadron, is a welcome addition to the side this year, and at scrum half is Mne John Davies who went to Singapore after his tour of the U.S.A. with Combined Services. These two are probably the most potent half-back pair on the island.

Playing at No. 8, RO2 Barry Richardson, who has played for U.S. Portsmouth Colts, is a young player who improves with every game.

STAR "CONVERT"

In the centre, LME Jim Insall represented the Royal Navy at soccer before going to Singapore. He decided to try the oval

ball, and within three months was a star of the Navy and Joint Services.

Lieut. John Barry R.M., when he can fit rugby in between his mountaineering trips to the Himalayas, plays a fast and strong game at wing forward.

Chairman of the Royal Navy (Singapore) is Commodore D. W. Napper who has taken over from Surg. Cdr. John Gill.

One problem facing R.N.(S) is the dearth of good opposition on the island, and with only perhaps five clubs of a standard to give a close game the tendency is to play these clubs three or four times in a season.

Matches against weaker opposition give a chance to see as many new players as possible. This has particular value as only one team is run.

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R.N. rushes aid again

The Royal Navy, which spearheaded Britain's relief operation to flood-stricken East Pakistan, was again rushing aid last month to the survivors of another flood disaster — in Pahang State, West Malaysia.

And amid the devastation a Royal Navy helicopter crew were the first to discover, and tell the authorities about, two villages of about 3,600 people in the Temerloh region of Central Pahang who had been without food for eight days.

P.M. BRIEFED

In Kuala Lumpur, the British Prime Minister, Mr. Edward Heath, was briefed on the flood situation by Cdr. Geoffrey Sherman, Officer in Charge of the British Military relief effort, based in Kuantan.

Mr. Heath heard how the British Forces, who had started work at Kuantan on the east

MALAYSIA DISASTER

coast at the request of the Malaysian authorities, were rescuing stranded villagers and distributing urgently needed supplies.

Wessex aircraft of 847 Naval Air Commando Squadron, normally based at Sembawang, Singapore, worked round the clock in eight-hour shifts, their crews flying four times the normal hours ferrying tons of food to distressed areas around the inland town of Temerloh.

Small boats, including assault craft and Geminis manned by Royal Marines, were being used on the Pahang River to reach isolated communities.

Their task was made immensely more difficult by the waterway being swollen to several times its normal width and running like a millrace.

R.F.A. RELIEF

The Royal Fleet Auxiliary logistics ship Sir Lancelot, which took relief supplies to Kuantan in heavy seas and bad weather, received a warm message of thanks from the Malaysian Naval Headquarters in Kuala Lumpur.

It read, "There is no doubt that your timely arrival and your subsequent operations brought relief to thousands in the affected areas."

A rubber dinghy is operated on the swollen Pahang river by a Royal Marine corporal. In the background at the Community Centre used as a flood relief base is a Royal Navy Wasp helicopter.



Hot stuff on the Riviera!

Ever tried to tackle the garden after an absence of a few weeks? It's a back-aching back-breaking thirsty task, enough to daunt the most enthusiastic.

Imagine, therefore, the sight of a garden in the lush French Riviera which had not been touched for three years!

During the visit of H.M.S. Argonaut to Monte Carlo, eleven MES led by POME Sadler arrived at a local orpha-

nage to find that the gardens and drive had not been touched for over three years, and that cars could no longer use the main drive because of foliage about six feet high.

Taking the task in hand, the team managed to open up the drive and clear back the sides, as well as turning over the ground around the edge.

At the lunch break, the Chief of Police, who must have been watching from his office across the road (though with no reason for alarm) realized that gardening was thirsty work, and provided suitable refreshment to enable another assault in the afternoon.

Much gratitude was shown to these seafaring gardeners, and the ship also gave joy to 40 orphans from a home by entertaining them to a tremendous party in the "pirate treasure ship."

That was by no means all the tale of the Argonaut at Monte Carlo, the four days including the reception of 1,500 of the general public and several sporting events.

Photo finish

After a mammoth replenishment at sea from R.F.A. Resource, H.M.S. Dido could not find some promised photo copying paper.

A reassuring signal, and renewed search, still failed to locate the paper, and Dido signalled once again, "How was it wrapped?"

Came the reply, "In an old butter box."

Final signal from Dido to Resource: "Thank you. Copying paper found in main fridge!"

A swell occasion...



"Chest out, stomach in, keep the saluting arm straight..." Not quite according to the Drill Manual, but no one complained when the Penthouse girls visited H.M.S. Londonderry.

Power cuts and a white Christmas seemed very remote for the ship's company of H.M.S. Londonderry, deployed to the West Indies.

At Bermuda, there was a double celebration of Christmas. So many offers of hospitality were received for the 25th that few people were left in the ship, so they all had another celebration on board a day earlier.

"We all know the pipe, 'No Sunday this week, Sunday will be held on Tuesday next week.' This was a new touch, but no-one complained as it meant two Christmas dinners for most people," said the report from the ship.

TO THE RIVIERA

"The home leg of the commission was by no means idle. Apart from the usual run of work-up and training, we took part in a major exercise and seemed to acquit ourselves quite well, even without the orders."

After going to the Mediterranean and visiting the French Riviera, the Derry had trips to Dover and London, the latter being memorable for the entertainment on board of the girls of Penthouse.

P.M. IS HOST

Prime Minister Mr. Edward Heath was host at a dinner party on board H.M.S. Intrepid in Singapore harbour last month.

With virtually the entire ship's company being changed, the event — at which Royal Marines Beat Retreat on deck — came only a few days after the new complement reported for duty.

So the Intrepid's commanding officer, Capt. W. D. M. Staveley, earlier held a dress rehearsal at which Mr. Heath's chair was taken by Rear-Admiral J. A. Templeton-Cotill, Chief of Staff, Far East Fleet.

WHAT A SAILOR SHOULD KNOW

Continued from page 1.

steps" also serves to emphasize the educational advantages which the Service has to offer over civilian careers.

Instead of the usual civilian finality at the end of apprenticeship, the Navy encourages a man to extend to the full capacity of his skill and ability, bringing advancement — and more money — up to the equivalent of junior management in industry.

Another interesting aspect of the new training procedures will be a moving away from set instruction towards men training themselves — a scheme already well known at H.M.S. Collingwood.

A Fireman's Helmet for You?

There will be a few vacancies for ex-Regular Servicemen (not over 28 years of age) as recruit firemen in the

PORTSMOUTH CITY FIRE BRIGADE

Starting salary (24 years of age and over) £1245 per annum (£23 17s. 3d. a week). Scales of pay under review. Full pay during 13 weeks basic training. Men having family connections with Portsmouth preferred. Minimum height 5ft. 6in.

The job offers Variety, Excitement, Comradeship and Prospects of Promotion for men of sound education and ability.

If this is what you will be looking for and you think you could do the job apply for particulars to:

The Chief Fire Officer, Fire Brigade Headquarters, Copnor Road, Portsmouth

Separation pay facts

(Continued from page 1)

the wife lives 200 miles or more from the husband's place of duty.

Even where the distance is less than 200 miles, there could still be entitlement where the husband can show that by using public transport he could not spend at least 24 hours at home.

Separation pay cycle is of 12 months, from December 1 each year, and it will usually be convenient to hand it over in lump sums at the end of each ledger period.

(Other DCI news on page 13).

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SAVED HER LIFE AND WON HER HEART



A Greenock girl who fell into the Clyde and was rescued by three sailors has become engaged to the man who dived in first.

When Miss Catherine Small fell between H.M.S. Laymoor and the quay last June, AB Smeaton dived in.

The rescue was completed with the help of two of his Laymoor colleagues, LS McLean and OEM Taylor.

The three were presented with Royal Humane Society Testimonials on Parchment by Chief Supt. George Pattullo, Head of Greenock Police Division. Left to right are LS McLean, OEM Taylor, AB Smeaton — and Catherine.